U.S. Department
of Transportation

**Federal Aviation
Administration**

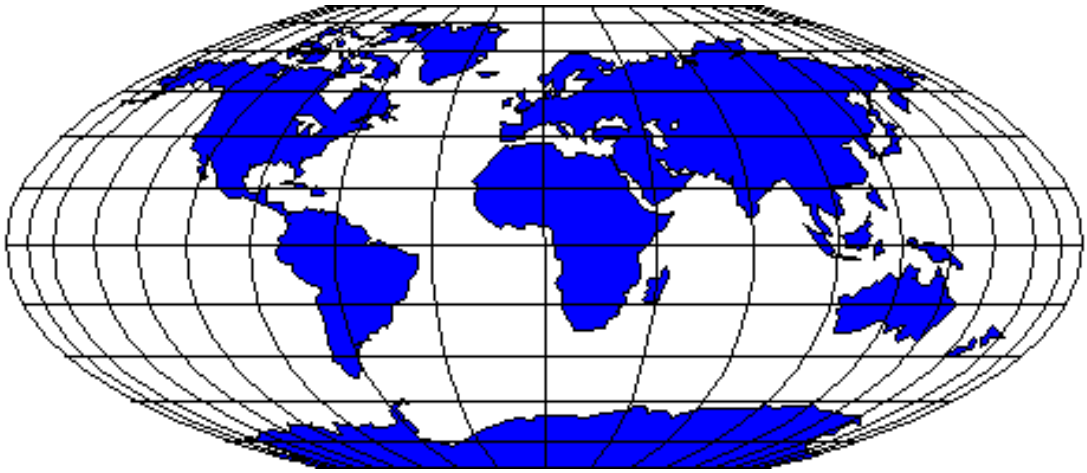
NOTICES TO AIRMEN

Domestic/International

December 18, 2008

Next Issue

January 15, 2009



*Notices to Airmen included in this publication are **NOT** given during pilot briefings unless specifically requested by the pilot. An electronic version of this publication is on the internet at http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices*

JANUARY – 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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FEBRUARY – 2008

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MARCH – 2008

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APRIL – 2008

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MAY – 2008

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JUNE – 2008

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JULY – 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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AUGUST – 2008

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31						

SEPTEMBER – 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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7	8	9	10	11	12	13
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28	29	30				

OCTOBER – 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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26	27	28	29	30	31	

NOVEMBER – 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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30						

DECEMBER – 2008

SUN	MON	TUE	WED	THU	FRI	SAT
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21	22	23	24	25	26	27
28	29	30	31			

= Cutoff dates for submitting NOTAMs to AJR−32 for next publication. (Twenty−three (23) days before effective date.)

= Effective dates and cutoff dates for submitting information to the Publications Staff, AJR−31 for next publication. (Twenty−eight (28) days before next effective date.)

NOTICES TO AIRMEN

December 18, 2008

Flight Data Center (FDC) NOTAM information current as of November 25, 2008

FDC NOTAMs listed through 8/7079 – 8/1351 dated November 25, 2008

Prior to flight, pilots should always check with Flight Service for current NOTAMs (1–800–WX–BRIEF).

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PART 4. Graphic Notices

(Notices are listed in categories. **For information on submitting graphic notices for publication, see page viii**.)

Temporary Flight Restrictions (TFRs) and additional NOTAM information are available on the FAA website at http://www.faa.gov

NOTICES TO AIRMEN

Publication Schedule

PARTS 1 AND 2

Information for **Part 1** (NOTAMs) and **Part 2** (Revisions to IFR Altitude and Changeover Points) shall be submitted to the **National Flight Data Center, AJR–32,** before the information cutoff dates listed in the chart below. Information, as well as inquires, should be addressed to:

Address	Category	Phone Number
Federal Aviation Administration National Flight Data Center (AJR–32) 800 Independence Avenue, S.W. Washington, DC 20591	Airports & NAVAIDs Airspace & Procedures Part 95 Revisions	1–866–295–8236

PARTS 3 AND 4

Information for **Part 3** (International) and **Part 4** (Graphic Notices) shall be submitted electronically to **Air Traffic Publications, AJR–31,** through the appropriate regional office. Requirements for Graphic Notices are listed on page viii of the Foreword and shall be submitted well in advance of the event, but not later than 28 days prior to publication **(see table below)**. Changes to submissions cannot be accepted after the cutoff dates. Graphic Notices for special events are published in two editions prior to the event.

Information for Parts 3 and 4, as well as inquiries, should be addressed to:

Address	EMail	Phone Number
Federal Aviation Administration Air Traffic Publications (AJR–31) Room 428 800 Independence Avenue, S.W. Washington, DC 20591	sherita.l.jones@faa.gov	1–202–267–7769

Cutoff Dates for Submitting Information To Be Published

Effective Date of Publication	Information Submission Cutoff Dates for **Graphic Notices (Parts 3 & 4)**	Information Submission Cutoff Dates for **NFDC NOTAMs (Parts 1 & 2)**
January 15, 2009	December 18, 2008	December 23, 2008
February 12, 2009	January 15, 2009	January 21, 2009
March 12, 2009	February 12, 2009	February 18, 2009
April 9, 2009	March 12, 2009	March 18, 2009
May 7, 2009	April 9, 2009	April 15, 2009
June 4, 2009	May 7, 2009	May13, 2009
July 2, 2009	June 4, 2009	June 10, 2009
July 30, 2009	July 2, 2009	July 8, 2009
August 27, 2009	July 30, 2009	August 5, 2009
September 24, 2009	August 27, 2009	September 2, 2009
October 22, 2009	September 24, 2009	September 30, 2009
November 19, 2009	October 22, 2009	October 28, 2009
December 17, 2009	November 19, 2009	November 25, 2009

ORDER INFORMATION

The Notices to Airmen is available online:
www.faa.gov/airports_airtraffic/air_traffic/publications/notices/

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Write: Superintendent of Documents U.S. Government Printing Office P.O. Box 979050 St. Louis, MO 63197–9000 **Online:** http://bookstore.gpo.gov	**Contact:** National Geospatial Intelligence Agency ATTN: Safety of Navigation 3838 Vogel Road Arnold, MO 63010	**Contact:** Appropriate Distribution Office (listed below)
* Current pricing is available on the GPO website at http://bookstore.gpo.gov		

Contact Information for FAA Distribution Offices

FAA Region/Center/Organization	3–Ltr ID	Phone Number
Alaskan Region	AAL	(907) 271–4020
Central Region	ACE	(816) 329–3013
Eastern Region	AEA	(718) 553–4593
Great Lakes Region	AGL	(847) 294–7646
William J. Hughes Technical Center	AJP	(609) 485–6652
Aviation System Standards	AJW	(405) 954–6632
Mike Monroney Aeronautical Center	AMI	(405) 954–9920
New England Region	ANE	(781) 238–7652
Northwest Mountain Region	ANM	(425) 227–2885
Southern Region	ASO	(404) 305–5087
Southwest Region	ASW	(817) 222–4384
FAA Headquarters (Washington, DC)	AWA	(202) 267–5652
Western–Pacific Region	AWP	(310) 725–7691

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FOREWORD

NATIONAL AIRSPACE SYSTEM CHANGES

The main references for changes to the National Airspace System (NAS) are the Aeronautical Charts and the Airport/Facility Directories. Most changes to the NAS meeting NOTAM criteria are known sufficiently in advance to be carried in these publications. When this cannot be done, changes are carried in the Notices to Airmen publication and/or the Service A telecommunications system as a NOTAM D item.

FDC AIRWAY NOTAMS

National Flight Data Center (FDC) NOTAMs reflecting airway changes are carried as Center Area NOTAMs (CAN) on the NOTAM(D) circuit. CANs are NOTAMs issued on airway changes that fall within an ARTCC's airspace. CANs are in FDC format and issued by the U.S. NOTAM Office.

NOTAMS IN THE NOTICES TO AIRMEN PUBLICATION

NOTAM D information printed in this publication is **NOT** included on the Service A circuit.

FDC NOTAMs reflect changes to Standard Instrument Approach Procedures (SIAPs), flight restrictions, and aeronautical chart revisions. The date and number of the last FDC NOTAM included in this issue is indicated on the Table of Contents page. This ensures that FDC NOTAMs issued after the Notices to Airmen publication cutoff date can be identified.

PART 1. PUBLICATION CRITERIA

Section 1, Airway NOTAMs. NOTAMs are sorted alphabetically by ARTCC and in descending FDC NOTAM numerical order.

Section 2, Airports/Facilities & Procedural NOTAMs. Categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others, as required.

NOTAMs in section 2 are sorted alphabetically by state, city, airport name and in descending NOTAM numerical order.

Section 3, FDC General NOTAMs. Contains NOTAMs that are general in nature and not tied to a specific airport/facility identifier; i.e., flight advisories and restrictions. NOTAMs in section 3 are sorted by descending NOTAM numerical order.

NOTAM information of a **temporary** nature is not expected to remain current for an extended period and is carried until expiration or cancellation. NOTAMs of a **permanent** nature are carried until published on the proper charts or in the Airport/Facility Directory (AFD).

The Notices to Airmen publication is issued every 28 days. Data in this publication which is current on the effective date of the next Airport/Facility Directory (AFD) will be transferred to the AFD and removed from this publication.

Facilities are responsible for forwarding NOTAM information to be included in Part One to the National Flight Data Center (NFDC).

FDC NOTAM LEGEND	
Code	Explanation
0/777	Accountability number assigned to the message originator.
FI/T	Flight information of a temporary nature.
FI/P	Flight information of a permanent nature.

PART 2. PUBLICATION CRITERIA

Revisions to Part 95 of the Federal Aviation Regulations – Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56–day IFR chart cycle; i.e., Part 95 revisions to IFR altitudes on charts effective November 9, 1995, were published in the November 9, 1995, Notices to Airmen Publication (NTAP).

The revisions will remain in the NTAP until four (4) weeks prior to the next IFR chart 56–day cycle. (IFR 56–day cycle dates are published in the AFD in the General Information Section under Effective Date.)

The consolidation of Part 95 Altitudes will continue to be published as a separate document.

PART 3. INTERNATIONAL NOTICES TO AIRMEN

The International Notices to Airmen feature significant international information and data which may affect a pilot's decision to enter or use areas of foreign or international airspace. Each issuance of this Part is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

The information in Part 3 is divided into two sections. Section 1, Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices is arranged alphabetically by country. Section 2, International Oceanic Airspace Notices, is divided into two sections, general and region specific.

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Publications, AJR–31, 800 Independence Avenue, SW, Washington, DC 20591.

PART 4. GRAPHIC NOTICES

This section contains special notices and notices containing graphics pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events that may attract media attention or draw large crowds of aircraft, air show information, and airport–specific information.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to AJR–31 through the regional office.

Notices for events requiring Special Traffic Management Programs (STMP) should be coordinated following the procedures in FAA Order JO7210.3V, Facility Operation and Administration, paragraph 17–10–2.

Submissions should be sent to AJR–31 well in advance of but **no later than 28 days prior to** the effective date of the Notices to Airmen edition date to ensure adequate lead time for inclusion in the publication.

Notices submitted for inclusion in the Notices to Airmen publication will be published no earlier than two editions prior to the effective date of the Notice. Special notices will be carried in the Notices to Airmen publication for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.

With the exception of dated special events, regional offices should notify AJR–31 when notices are no longer needed in the publication.

Text files should be submitted as Word documents. Any graphics submitted for inclusion must be of high quality and in camera ready form; *FAX copies will not be accepted.* Electronic mail submissions are required and should be addressed to sherita.l.jones@faa.gov. Graphics should be submitted in one of the following formats: gif, jpg, tif, or pdf. Please do not submit graphics with a ".doc" file extension. All graphic notices must be submitted in black and white; no color submissions will be accepted with the exception of aeronautical charts. Copyrighted materials, such as maps, should not be submitted for publication without written permission of the copyright owner.

PART 5. SPECIAL TEMPORARY FLIGHT RESTRICTIONS/PROHIBITED AREAS AROUND THE WASHINGTON, DC, THURMONT, MD, AND CRAWFORD, TX, AREAS

Effective with the November 27, 2003, edition, this part was removed from the publication. For information on flight restrictions, pilots are directed to the FAA website at http://www.faa.gov. Pilots may also call flight service at 1−800−WX−BRIEF.

TIME REFERENCES

All time references are indicated as UTC or local. During periods of Daylight Saving Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, Hawaii, Puerto Rico, and the Virgin Islands.

NEW INFORMATION

With the exception of the NOTAMs in Part 1, vertical lines in the outside margin indicate new or revised information. In Part 1, new NOTAMs are shown in shaded text.

INTERNET

The entire Notices to Airmen publication is published on the internet at the following address: http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices/

There are two copies of the Notices to Airmen publication on the web site, the current version and the previous version. This is done to overlay any current NOTAMs and information that may be needed.

In the web version, revised/updated items are shown in blue−colored text.

NOTAM CONTRACTIONS

This list contains most of the commonly used contractions currently in use in Notices to Airmen (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc.

Contraction	*Decode*
A	
ABN	Airport Beacon
ABV	Above
ACC	Area Control Center (ARTCC)
ACCUM	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACT	Active
ADJ	Adjacent
ADZD	Advised
AFD	Airport Facility Directory
AGL	Above ground level
ALS	Approach Light System
ALT	Altitude
ALTM	Altimeter
ALTN	Alternate
ALTNLY	Alternately
ALSTG	Altimeter Setting
AMDT	Amendment
AMGR	Airport Manager
AMOS	Automatic Meteorological Observing System
AP	Airport
APCH	Approach
AP LGT	Airport Lights
APP	Approach control
ARFF	Aircraft Rescue & Fire Fighting
ARR	Arrive, arrival
ASOS	Automated Surface Observing System
ASPH	Asphalt
ATC	Air Traffic Control
ATCSCC	Air Traffic Control System Command Center
ATIS	Automatic Terminal Information Service
AUTH	Authority
AUTOB	Automatic Weather Reporting System
AVBL	Available
AWOS	Automatic Weather Observing/Reporting System
AWY	Airway
AZM	Azimuth
B	
BA FAIR	Braking action fair
BA NIL	Braking action nil
BA POOR	Braking action poor
BC	Back Course
BCN	Beacon
BERM	Snowbank(s) Containing Earth/Gravel
BLW	Below
BND	Bound

Contraction	*Decode*
BRG	Bearing
BYD	Beyond
C	
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area
CEAS	Class E Airspace
CESA	Class E Surface Area
CFR	Code of Federal Regulations
CGAS	Class G Airspace
CHG	Change
CIG	Ceiling
CK	Check
CL	Centerline
CLKWS	Clockwise
CLR	Clearance, clear(s), cleared to
CLSD	Closed
CMB	Climb
CMSND	Commissioned
CNL	Cancel
COM	Communications
CONC	Concrete
CPD	Coupled
CRS	Course
CTC	Contact
CTL	Control
D	
DALGT	Daylight
DCMSND	Decommissioned
DCT	Direct
DEGS	Degrees
DEP	Depart/Departure
DEPPROC	Departure procedures
DH	Decision Height
DISABLD	Disabled
DIST	Distance
DLA	Delay or delayed
DLT	Delete
DLY	Daily

Contraction	*Decode*
DME	Distance Measuring Equipment
DMSTN	Demonstration
DP	Dew Point Temperature
DRFT	Snowbank(s) Caused By Wind Action
DSPLCD	Displaced
E	
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	En route
ENTR	Entire
EXC	Except
F	
FAC	Facility or facilities
FAF	Final Approach fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FI/T	Flight inspection temporary
FI/P	Flight inspection permanent
FM	From
FREQ	Frequency
FNA	Final approach
FPM	Feet per minute
FREQ	Frequency
FRH	Fly Runway Heading
FRI	Friday
FRZN	Frozen
FSS	Automated/Flight Service Station
FT	Foot, feet
G	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
H	
HAA	Height Above Airport
HAT	Height Above Touchdown
HDG	Heading
HEL	Helicopter
HELI	Heliport
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	Holding
HOL	Holiday
HP	Holding Pattern

Contraction	*Decode*
HR	Hour
I	
IAF	Initial approach fix
IAP	Instrument Approach Procedure
INBD	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF	Intermediate fix
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Conditions
IN	Inch/Inches
INDEFLY	Indefinitely
INFO	Information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice On Runway(s)
K	
KT	Knots
L	
L	Left
LAA	Local Airport Advisory
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds
LC	Local Control
LOC	Local/Locally/Location
LCTD	Located
LDA	Localizer Type Directional Aid
LGT	Light or lighting
LGTD	Lighted
LIRL	Low Intensity Runway Lights
LLWAS	Low Level Wind Shear Alert System
LM	Compass Locator at ILS Middle Marker
LDG	Landing
LLZ	Localizer
LO	Compass Locator at ILS Outer Marker
LONG	Longitude
LRN	Loran
LSR	Loose Snow on Runway(s)
LT	Left Turn
M	
MAG	Magnetic
MAINT	Maintain, maintenance
MALS	Medium Intensity Approach Light System

Contraction	*Decode*
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAPT	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Lights
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNT	Monitor/Monitoring/Monitored
MOC	Minimum Obstruction Clearance
MON	Monday
MRA	Minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	Message
MSL	Mean Sea Level
MU	MU meters
MUD	Mud
MUNI	Municipal
N	
N	North
NA	Not Authorized
NAV	Navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile(s)
NMR	Nautical Mile Radius
NONSTD	Nonstandard
NOPT	No Procedure Turn Required
NR	Number
NTAP	Notice To Airmen Publication
NW	Northwest
O	
OBSC	Obscured
OBST	Obstruction
OM	Outer Marker
OPR	Operate
OPS	Operation
ORIG	Original
OTS	Out of Service
OVR	Over

Contraction	*Decode*
P	
PAEW	Personnel and Equipment Working
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAT	Pattern
PAX	Passenger
PCL	Pilot Controlled Lighting
PERM	Permanent/Permanently
PJE	Parachute jumping exercise
PLA	Practice Low Approach
PLW	Plow/Plowed
PN	Prior Notice Required
PPR	Prior Permission Required
PREV	Previous
PRN	Psuedo random noise
PROC	Procedure
PROP	Propeller
PSR	Packed Snow on Runway(s)
PTCHY	Patchy
PTN	Procedure Turn
PVT	Private
R	
RAIL	Runway Alignment Indicator Lights
RAMOS	Remote Automatic Meteorological Observing System
RCAG	Remote Communication Air/Ground Facility
RCL	Runway Centerline
RCLL	Runway Centerline Light System
RCO	Remote Communication Outlet
REC	Receive/Receiver
RELCTD	Relocated
REIL	Runway End Identifier Lights
REP	Report
RLLS	Runway Lead–in Lights System
RMNDR	Remainder
RNAV	Area Navigation
RPLC	Replace
RQRD	Required
RRL	Runway Remaining Lights
RSR	En Route Surveillance Radar
RSVN	Reservation
RT	Right Turn
RTE	Route
RTR	Remote Transmitter/Receiver
RTS	Return to Service
RUF	Rough
RVR	Runway Visual Range
RVRM	Runway Visual Range Midpoint
RVRR	Runway Visual Range Rollout
RVRT	Runway Visual Range Touchdown

Contraction	*Decode*
RWY	Runway
S	
S	South
SA	Sand, sanded
SAT	Saturday
SAWR	Supplementary Aviation Weather Reporting Station
SB	Southbound
SDF	Simplified Directional Facility
SE	Southeast
SFL	Sequence Flashing Lights
SID	Standard Instrument Departure
SIMUL	Simultaneous
SIR	Packed or Compacted Snow and Ice on Runway(s)
SKED	Scheduled
SLR	Slush on Runway(s)
SN	Snow
SNBNK	Snowbank(s) Caused by Plowing
SNGL	Single
SPD	Speed
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
SSR	Secondary Surveillance Radar
STA	Straight−in Approach
STAR	Standard Terminal Arrival
SUN	Sunday
SVC	Service
SW	Southwest
SWEPT	Swept or Broom/Broomed
T	
T	Temperature
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigational Aid
TAR	Terminal area surveillance radar
TDZ	Touchdown Zone
TDZ LG	Touchdown zone lights
TEMPO	Temporary
TFC	Traffic
TFR	Temporary Flight Restriction
TGL	Touch and Go Landings
THN	Thin
THR	Threshold
THRU	Through
THU	Thursday

Contraction	*Decode*
TIL	Until
TKOF	Takeoff
TM	Traffic Management
TMPA	Traffic Management Program Alert
TRML	Terminal
TRNG	Training
TRSN	Transition
TSNT	Transient
TUE	Tuesday
TWR	Tower
TWY	Taxiway
U	
UFN	Until further notice
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
V	
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VGSI	Visual Glide Slope Indicator
VIA	By Way Of
VICE	Instead/Versus
VIS	Visibility
VMC	Visual Meteorological Conditions
VOL	Volume
VOR	VHF Omni−Directional Radio Range
VORTAC	VOR and TACAN (colocated)
W	
W	West
WB	Westbound
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WIE	With immediate effect or effective immediately
WKDAYS	Monday through Friday
WKEND	Saturday and Sunday
WND	Wind
WPT	Waypoint
WSR	Wet Snow on Runway(s)
WTR	Water on Runway(s)
WX	Weather

WEATHER CONTRACTIONS

Contraction	*Decode*
A	
A	Absolute (temperature)
A	Alaskan Standard Time (time groups only)
A	Arctic (air mass)
A01	Automated Observation without Precipitation Discriminator (rain/snow) (METAR)
A02	Automated Observation with Precipitation Discriminator (rain/snow) (METAR)
AAWF	Auxiliary Aviation Weather Facility
AC	Altocumulus
ACC	Altocumulus Castellanus
ACSL	Standing Lenticular Altocumulus
ACYC	Anticyclonic
ADRNDCK	Adirondack
ADV	Advise
ADVCTN	Advection
ADVY	Advisory
AFC	Area Forecast Center
AFDK	After Dark
ALF	Aloft
ALGHNY	Allegheny
ALQDS	All Quadrants
ALSEC	All Sectors
ALTA	Alberta
ALUTN	Aleutian
ALWF	Actual Wind Factor
AM	Ante Meridiem
AMD	Amended Forecast (TAF)
AMPLTD	Amplitude
AMS	Air Mass
AMS	American Meteorological Society
ANLYS	Analysis
APLCN	Appalachian
AS	Altostratus
ASOS	Automated Surface Observing System
ATLC	Atlantic
AURBO	Aurora Borealis
AWP	Aviation Weather Processors
B	
B	Beginning of Precipitation (time in minutes) (weather reports only)
B	Bering Standard Time (time groups only)
BACLIN	Baroclinic or Baroclinic Prognosis
BATROP	Barotropic or Barotropic Prognosis
BC	Patches (METAR)
BC	British Columbia
BCFG	Patchy Fog (METAR)
BCH	Beach
BCKG	Backing
BDA	Bermuda

Contraction	*Decode*
BECMG	Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF)
BFDK	Before Dark
BINOVC	Breaks in Overcast
BKN	Broken
BL	Between Layers
BL	Blowing (METAR)
BLD	Build
BLDUP	Buildup
BLKHLS	Black Hills
BLKT	Blanket
BLZD	Blizzard
BMS	Basic Meteorological Services
BNDRY	Boundary
BOVC	Base of Overcast
BR	Mist (METAR)
BRF	Brief
BRKHIC	Breaks in Higher Overcast
BRKSHR	Berkshire
BRM	Barometer
BTWN	Between
C	
C	Central Standard Time (time groups only)
C	Continental (air mass)
CAN	Canada
CARIB	Caribbean
CASCDS	Cascades
CAVOK	Cloud and Visibility OK (METAR)
CAVU	Clear or Scattered Clouds and Visibility Greater Than Ten Miles
CAWS	Common Aviation Weather Sub−system
CB	Cumulonimbus
CBMAM	Cumulonimbus Mamma
CC	Cirrocumulus
CCLKWS	Counterclockwise
CCSL	Standing Lenticular Cirrocumulus
CDFNT	Cold Front
CFP	Cold Front Passage
CHARC	Characteristic
CHSPK	Chesapeake
CI	Cirrus
CIG	Ceiling
CLD	Cloud
CLR	Clear at or below 12,000 feet (AWOS/ASOS report) (METAR)
CLRS	Clear and Smooth
CNCL	Cancel
CNDN	Canadian
CNVTV	Convective
CONFDC	Confidence

Contraction	*Decode*
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis
D	
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope
DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)
E	
E	Eastern Standard Time (time groups only)
E	Ending of Precipitation (time in minutes) (weather reports only)
E	Equatorial (air mass)
E	Estimated (weather reports only)
ELNGT	Elongate
EMBDD	Embedded
EMSU	Environment Meteorological Support Unit
ENERN	East–northeastern (weather reports only)
ENEWD	East–northeastward (weather reports only)
EOF	Expected Operations Forecast
ESERN	East–southeastern (weather reports only)
ESEWD	East–southeastward (weather reports only)
EXTRAP	Extrapolate

Contraction	*Decode*
EXTRM	Extreme
F	
FA	Area Forecast
FAH	Fahrenheit
FEW	1 or 2 octas (eighths) cloud coverage (METAR)
FC	Funnel Cloud (METAR)
+FC	Tornado/ Water Spout (METAR)
FG	Fog (METAR)
FIBI	Filed but Impractical to Transmit
FILG	Filling
FINO	Weather Report Will Not Be Filed for Transmission
FL	Flash Advisory
FLDST	Flood Stage
FLG	Falling
FLRY	Flurry
FLWIS	Flood Warning Issued
FM	From (4 digit beginning time in hours and minutes) (TAF)
FNT	Front
FNTGNS	Frontogenesis
FNTLYS	Frontolysis
FORNN	Forenoon
FRMG	Forming
FROPA	Frontal Passage
FROSFC	Frontal Surface
FRST	Frost
FRWF	Forecast Wind Factor
FRZ	Freeze
FRZLVL	Freezing Level
FRZN	Frozen
FT	Terminal Forecast
FU	Smoke (METAR)
FULYR	Smoke Layer Aloft
FUOCTY	Smoke Over City
FWC	Fleet Weather Central
FZ	Supercooled/freezing (METAR)
G	
G	Gusts Reaching (knots) (weather reports only)
GLFALSK	Gulf of Alaska
GLFCAL	Gulf of California
GLFMEX	Gulf of Mexico
GLFSTLAWR	Gulf of St. Lawrence
GR	Hail (METAR)
GRAD	Gradient
GRBNKS	Grand Banks
GRDL	Gradual
GRTLKS	Great Lakes
GS	Small Hail/Snow Pellets (METAR)
GSTS	Gusts
GSTY	Gusty
H	
HCVIS	High Clouds Visible

Contraction	*Decode*
HDFRZ	Hard Freeze
HDSVLY	Hudson Valley
HI	Hi
HIEAT	Highest Temperature Equaled for All Time
HIEFM	Highest Temperature Equaled for The Month
HIESE	Highest Temperature Equaled So Early
HIESL	Highest Temperature Equaled So Late
HIFOR	High Level Forecast
HITMP	Highest Temperature
HIXAT	Highest Temperature Exceeded for All Time
HIXFM	Highest Temperature Exceeded for The Month
HIXSE	Highest Temperature Exceeded So Early
HIXSL	Highest Temperature Exceeded So Late
HLSTO	Hailstones
HLTP	Hilltop
HLYR	Haze Layer Aloft
HURCN	Hurricane
HUREP	Hurricane Report
HX	High Index
HZ	Haze (METAR)
I	
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds
ICGICIP	Icing in Clouds and Precipitation
ICGIP	Icing in Precipitation
IMDT	Immediate
INLD	Inland
INSTBY	Instability
INTR	Interior
INTRMTRGN	Inter−Mountain Region
INTS	Intense
INTSFY	Intensify
INVRN	Inversion
IOVC	In Overcast
IR	Ice on Runway
J	
JTSTR	Jet Stream
K	
K	Cold (air mass)
KFRST	Killing Frost
L	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake

Contraction	*Decode*
LOEAT	Lowest Temperature Equaled for All Time
LOEFM	Lowest Temperature Equaled for The Month
LOESE	Lowest Temperature Equaled So Early
LOESL	Lowest Temperature Equaled So Late
LOTMP	Lowest Temperature
LOXAT	Lowest Temperature Exceeded for All Time
LOXFM	Lowest Temperature Exceeded for The Month
LOXSE	Lowest Temperature Exceeded So Early
LOXSL	Lowest Temperature Exceeded So Late
LSR	Loose Snow on Runway
LTGCC	Lightning Cloud-to-Cloud
LTGCCCG	Lightning Cloud-to-Cloud, Cloud-to-Ground
LTGCG	Lightning Cloud-to-Ground
LTGCW	Lightning Cloud-to-Water
LTGIC	Lightning in Clouds
LTLCG	Little Change
LTNG	Lightning
LX	Low Index
LYR	Layer or Layered or Layers
M	
M	Maritime (air mass)
M	In temperature field means ”minus” or below zero (METAR)
M	In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)
M	Missing (weather reports only)
M	Mountain Standard Time (time groups only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging
MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
MLTLVL	Melting Level
MMO	Main Meteorological Office
MNLD	Mainland
MOGR	Moderate or Greater
MONTR	Monitor
MOV	Move
MRGL	Marginal
MRNG	Morning
MRTM	Maritime
MS	Minus
MSTLY	Mostly
MSTR	Moisture
MTN	Mountain
MVFR	Marginal VFR
MXD	Mixed

Contraction	*Decode*
N	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (weather reports only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North–northeastern (weather reports only)
NNEWD	North–northeastward (weather reports only)
NNWRN	North–northwestern (weather reports only)
NNWWD	Northwestward (weather reports only)
NO	Not available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NPRS	Nonpersistent
NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (METAR)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (weather reports only)
NWRN	Northwestern (weather reports only)
O	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OFP	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore
ONT	Ontario
ORGPHC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OVC	Overcast
P	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
P	In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT)
P6SM	Visibility greater than 6 statute miles (TAF only)
PAC	Pacific
PBL	Probable
PCPN	Precipitation
PDMT	Predominant

Contraction	*Decode*
PDMT	Predominate
PDW	Priority Delayed Weather
PL	Ice Pellets (METAR)
PEN	Peninsula
PGTSND	Puget Sound
PIBAL	Pilot Balloon Observation
PISE	No Pilot Balloon Observation Due To Unfavorable Sea Conditions
PISO	No Pilot Balloon Observation Due To Snow
PIWI	No Pilot Balloon Observation Due To High, or Gusty, Surface Wind
PLW	Plow (snow)
PNHDL	Panhandle
PO	Dust/Sand Whirls (METAR)
PPINA	Radar Weather Report Not Available (or omitted for a reason different than those otherwise stated)
PPINE	Radar Weather Report No Echoes Observed
PPINO	Radar Weather Report Equipment Inoperative Due To Breakdown
PPIOK	Radar Weather Report Equipment Operation Resumed
PPIOM	Radar Weather Report Equipment Inoperative Due To Maintenance
PR	Partial (METAR)
PRBLTY	Probability
PRESFR	Pressure Falling Rapidly
PRESRR	Pressure Rising Rapidly
PRJMP	Pressure Jump (weather reports only)
PROB40	Probability 40 percent (METAR)
PROG	Prognosis or Prognostic
PRSNT	Present
PS	Plus
PSG	Passage
PSG	Passing
PTCHY	Patchy
PTLY	Partly
PVA	Positive Vorticity Advection
PY	Spray (METAR)
Q	
QSTNRY	Quasi-stationary
QUE	Quebec
R	
R	Runway (used in RVR measurement)
RA	Rain (METAR)
RABA	No RAWIN Obs., No Balloons Available
RABAL	Radiosonde Balloon Wind Data
RABAR	Radiosonde Balloon Release
RACO	No RAWIN Obs., Communications Out
RADAT	Radiosonde Observation Data
RADNO	Report Missing Account Radio Failure
RAFI	Radiosonde Observation Not Filed
RAFRZ	Radiosonde Observation Freezing Levels
RAHE	No RAWIN Obs., No Gas Available

Contraction	*Decode*
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAREP	Radar Weather Report
RAVU	Radiosonde Analysis and Verification Unit
RAWE	No RAWIN obs., Unfavorable Weather
RAWI	No RAWIN Obs., High and Gusty Winds
RAWIN	Upper Winds Obs. (by radio methods)
RCD	Radar Cloud Detection Report
RCDNA	Radar Cloud Detection Report Not Available
RCDNE	Radar Cloud Detection Report No Echoes Observed
RCDNO	Radar Cloud Detector Inoperative Due to Breakdown Until
RCDOM	Radar Cloud Detector Inoperative Due to Maintenance Until
RCKY	Rockies (mountains)
RDG	Ridge
RDWND	Radar Dome Wind
RESTR	Restrict
RGD	Ragged
RH	Relative Humidity
RHINO	Radar Echo Height Information Not Available
RHINO	Radar Range Height Indicator Not Operating on Scan
RIOGD	Rio Grande
RMK	Remark(s)
RNFL	Rainfall
ROBEPS	Radar Operating Below Prescribed Standard
RPD	Rapid
RSG	Rising
RUF	Rough
RY/RWY	Runway
S	
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered
SELS	Severe Local Storms
SELY	Southeasterly (weather reports only)
SERN	Southeastern (weather reports only)
SFERICS	Atmospherics
SG	Snow Grains (METAR)
SGD	Solar–Geophysical Data
SH	Showers (METAR)
SHFT	Shift (weather reports only)
SHLW	Shallow
SHRTLY	Shortly
SHWR	Shower
SIERNEV	Sierra Nevada
SIR	Snow and Ice on Runway
SKC	Sky Clear (METAR)

Contraction	*Decode*
SLD	Solid
SLP	Sea Level pressure (e.g. 1013.2 reported as 132)
SLR	Slush on Runway
SLT	Sleet
SM	Statute mile(s)
SMK	Smoke
SMTH	Smooth
SN	Snow (METAR)
SNBNK	Snowbank
SNFLK	Snowflake
SNOINCR	Snow Depth Increase in Past Hour
SNW	Snow
SNWFL	Snowfall
SP	Station Pressure
SPECI	Special Report (METAR)
SPKL	Sprinkle
SPLNS	South Plains
SPRD	Spread
SQ	Squall (METAR)
SQAL	Squall
SQLN	Squall Line
SS	Sandstorm (METAR)
SSERN	South-southeastern (weather reports only)
SSEWD	South-southeastward (weather reports only)
SSWRN	South-southwestern (weather reports only)
SSWWD	South–southwestward (weather reports only)
ST	Stratus
STAGN	Stagnation
STFR	Stratus Fractus
STFRM	Stratiform
STG	Strong
STM	Storm
STNRY	Stationary
SWLG	Swelling
SWLY	Southwesterly (weather reports only)
SWRN	Southwestern (weather reports only)
SX	Stability Index
SXN	Section
SYNOP	Synoptic
SYNS	Synopsis
T	
T	Trace (weather reports only)
T	Tropical (air mass)
TCU	Towering Cumulus
TEMPO	Temporary changes expected (between 2 digit beginning hour and 2 digit ending hour) (TAF)
THD	Thunderhead (non METAR)
THDR	Thunder (non METAR)
THK	Thick
THN	Thin
TKOF	Takeoff
TOP	Cloud Top
TOVC	Top of Overcast

Contraction	*Decode*
TPG	Topping
TRIB	Tributary
TROF	Trough
TROP	Tropopause
TRPCD	Tropical Continental (air mass)
TRPCL	Tropical
TRPLYR	Trapping Layer
TS	Thunderstorm (METAR)
TSHWR	Thundershower (non METAR)
TSQLS	Thundersqualls (non METAR)
TSTM	Thunderstorm (non METAR)
TURBC	Turbulence
TURBT	Turbulent
TWRG	Towering
U	
UAG	Upper Atmosphere Geophysics
UDDF	Up and Down Drafts
UNSBL	Unseasonable
UNSTBL	Unstable
UNSTDY	Unsteady
UNSTL	Unsettle
UP	Unknown Precipitation (Automated Observations)
UPDFTS	Updrafts
UPR	Upper
UPSLP	Upslope
UPSTRM	Upstream
UVV	Upward Vertical Velocity
UWNDS	Upper Winds
V	
V	Varies (wind direction and RVR)
V	Variable (weather reports only)
VA	Volcanic Ash (METAR)
VC	Vicinity
VLCTY	Velocity
VLNT	Violent
VLY	Valley
VR	Veer
VRB	Variable wind direction when speed is less than or equal to 6 knots
VRISL	Vancouver Island, BC
VRT MOTN	Vertical Motion
VSBY	Visibility
VSBYDR	Visibility Decreasing Rapidly

Contraction	*Decode*
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)
W	
W	Warm (air mass)
WA	AIRMET
WDC–1	World Data Centers in Western Europe
WDC–2	World Data Centers Throughout Rest of World
WDLY	Widely
WDSPRD	Widespread
WEA	Weather
WFP	Warm Front Passage
WINT	Winter
WND	Wind
WNWRN	West–northwestern (weather reports only)
WNWWD	West–northwestward (weather reports only)
WPLTO	Western Plateau
WR	Wet Runway
WRM	Warm
WRMFNT	Warm Front
WRNG	Warning
WS	Wind Shear (in TAFs, low level and not associated with convective activity)
WS	SIGMET
WSHFT	Wind Shift
WSOM	Weather Service Operations Manual
WSR	Wet Snow on Runway
WSWRN	West–southwestern (weather reports only)
WSWWD	West–southwestward (weather reports only)
WTR	Water
WTSPT	Waterspout
WV	Wave
WW	Severe Weather Forecast
WXCON	Weather Reconnaissance Flight Pilot Report
X	
XCP	Except
XPC	Expect
Y	
Y	Yukon Standard Time (time groups only)
YKN	Yukon
YLSTN	Yellowstone
Z	
ZI	Zonal Index
ZI	Zone of Interior

Part 1.

Section 1.

FDC

AIRWAY NOTAMS

NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.

PART 1

Section 1. AIRWAY NOTAMS

ALBUQUERQUE ARTCC

FDC 8/9376 ZAB AZ.. FI/T AIRWAY ZAB. V257 PHOENIX (PXR) VORTAC, AZ TO BANYO INT, AZ CHANGE FLAG AT AVENT INT, MRA 8000.

FDC 8/7405 ZAB AZ.. FI/T AIRWAY ZAB. V190 SAINT JOHNS (SJN) VORTAC, AZ TO SALTS, AZ MEA 13000.

FDC 8/1855 ZAB AZ.. FI/T AIRWAY ZAB. V291 FLAGSTAFF (FLG) VOR/DME, AZ TO WINSLOW (INW) VORTAC, AZ MEA 10500.

ANCHORAGE ARTCC

FDC 8/9480 ZAN AK.. FI/T AIRWAY ZAN. G10 SAINT PAUL ISLAND (SPY) NDB, AK TO CAPE NEWENHAM (EHM) NDB, AK MEA 4600.

FDC 8/9479 ZAN AK.. FI/T AIRWAY ZAN. V333 AMADO, AK TO CAPE NEWENHAM (EHM) NDB, AK MEA 4600.

FDC 8/9478 ZAN AK.. FI/T AIRWAY ZAN. T228 KIPNUK (IIK) VOR/DME, AK TO CAPE NEWENHAM (EHM) NDB, AK MEA 4600.

FDC 8/7876 ZAN AK.. FI/T AIRWAY ZAN. G2 GESSE INT, AK TO CILAC INT, AK TO FEVBO INT, AK FIXES NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, HBT DME RESTRICTED BRG 350 CW 130 BEYOND 22 NM BELOW 18000.

FDC 8/6991 ZAN AK.. FI/T AIRWAY ZAN. B3 FROM NORTH RIVER (JNR) NDB TO ANVIK (ANV) NDB USE JNR BEARING 330. B3 FROM NORTH RIVER (JNR) NDB TO NORTON BAY (OAY) NDB USE JNR BEARING 129 TO CHANGEOVER.

FDC 8/1562 ZAN AK.. FI/T AIRWAY ZAN. G2 ADD MRA FLAG AT JOGMO 11000.

FDC 8/1006 ZAN AK.. FI/T AIRWAY ZAN. V322 FROM WORRI INT TO KONIC INT, MEA 9000.

FDC 8/0451 ZAN AK.. FI/T AIRWAY ZAN. G8-R99 FROM KACHEMAK (ACE) NDB TO NOSKY, AK USE ACE BEARING 069.

FDC 8/0450 ZAN AK.. FI/T AIRWAY ZAN. A15 FROM SUMNER STRAIT (SQM) NDB TO NICHOLS (ICK) NDB USE SQM BEARING 305 TO CHANGEOVER. A15 FROM SUMNER STRAIT (SQM) NDB TO COGHLAN ISLAND (CGL) NDB USE SQM BEARING 133 TO CHANGEOVER.

FDC 8/0443 ZAN AK.. FI/T AIRWAY ZAN. B3 FROM ANIAK (ANI) NDB TO ANVIK (ANV) NDB USE ANI BEARING 149 TO CHANGEOVER. B3 FROM NORTH RIVER (JNR) NDB TO ANVIK (ANV) NDB USE JNR BEARING 330. B3 FROM NORTH RIVER (JNR) NDB TO NORTON BAY (OAY) NDB USE JNR BEARING 129 TO CHANGEOVER.

FDC 8/0438 ZAN AK.. FI/T AIRWAY ZAN. A17 FROM CHENA (CUN) NDB TO CHANDALAR LAKE (CQR) NDB USE CUN BEARING 148 TO CHANGEOVER.

FDC 8/0432 ZAN AK.. FI/T AIRWAY ZAN. R99 FROM DUTCH HARBOR (DUT) NDB TO SALDO (AK) NDB USE DUT BEARING 212 TO CHANGEOVER.

FDC 8/0095 ZAN AK.. FI/T AIRWAY ZAN. V506 FROM MARSI TO JOHNI, MEA 16000.

FDC 8/0094 ZAN AK.. FI/T AIRWAY ZAN. V453 FROM BETHEL (BET) VORTAC TO BET 109 DME [COP], MEA 11000.

FDC 7/8251 ZAN AK.. FI/T AIRWAY ZAN. R4 FROM CHENA (CUN) NDB TO BEAR CREEK (BCC) NDB USE CUN BEARING 078 TO CHANGEOVER.

FDC 7/8173 ZAN AK.. FI/T AIRWAY ZAN. V531 TAL VOR/DME TO CENSE, TAL VOR/DME TO GULLY NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TAL VOR/DME UNUSABLE.

FDC 7/8172 ZAN AK.. FI/T AIRWAY ZAN. V488 TAL VOR/DME TO CIBEB, TAL VOR/DME TO GULLY NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TAL VOR/DME UNUSABLE.

FDC 7/8171 ZAN AK.. FI/T AIRWAY ZAN. V489 TAL VOR/DME TO HORSI NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TAL VOR/DME UNUSABLE.

FDC 7/5630 ZAN AK FI/T AIRWAY ZAN R51 FROM SUMNER STRAIT (SQM) NDB TO SITKA (SIT) NDB USE SQM BEARING 084 TO CHANGEOVER.

FDC 7/5627 ZAN AK FI/T AIRWAY ZAN B38 FROM ELEPHANT (EEF) NDB TO HAINES (HNS) NDB USE EEF BEARING 151 TO CHANGEOVER.

FDC 7/5210 ZAN AK.. FI/T AIRWAY ZAN. A9 FROM CHENA (CUN) NDB TO EVANSVILLE (EAV) NDB USE CUN BEARING 119 TO CHANGEOVER. FROM BROWERVILLE (VIR) NDB TO EVANSVILLE (EAV) NDB USE VIR BEARING 314 TO CHANGEOVER.

FDC 7/1619 ZAN AK.. FI/T AIRWAY ZAN. G16 FROM BROWERVILLE (VIR) NDB TO NUIQSUT VILLAGE (UQS) NDB USE VIR BEARING 276 TO CHANGEOVER. FROM BROWERVILLE (VIR) NDB TO WAINWRIGHT VILLAGE (UKK) NDB USE VIR BEARING 039 TO CHANGEOVER.

FDC 7/0926 ZAN AK.. FI/T AIRWAY ZAN. B26 FROM CHENA (CUN) NDB TO YUKON RIVER (FTO) NDB USE CUN BEARING 183 TO CHANGEOVER.

FDC 4/6255 ZAN AK.. FI/T AIRWAY ZAN. B37 FROM ELEPHANT (EEF) NDB TO SUMNER STRAIT (SQM) NDB USE EEF BEARING 301 AND SQM BEARING 123.

FDC 4/6197 ZAN AK FI/T AIRWAY ZAN. G4 FROM WOOD RIVER (BTS) NDB TO ILIAMNA (ILI) NDB USE BTS BEARING 230 AND ILI BEARING 051.

ATLANTA ARTCC

FDC 8/9544 ZTL GA.. FI/T AIRWAY ZTL. V56 MACON (MCN) VORTAC, GA TO PRATZ, GA, NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT.

FDC 8/7791 ZTL GA.. FI/T AIRWAY ZTL. V243 UZOVO INT, GA RQZ R-094 NA ABOVE 12,000.

FDC 8/4404 ZTL FI/T AIRWAY ZTL. V155 BEYLO INT, GA TO COLLIERS (IRQ) VORTAC, SC. MEA 3000.

FDC 8/1550 ZTL AL.. FI/T AIRWAY ZJX ZTL. V241 WIREGRASS (RRS) VORTAC R-019 UNUSABLE HAVSO INT, AL TO BAIZE INT, AL.

FDC 8/1549 ZTL AL.. FI/T AIRWAY ZJX ZTL. V168 WIREGRASS VORTAC (RRS) R-360 UNUSABLE EFORD INT, AL TO MILER INT, AL.

FDC 8/0469 ZTL FI/T AIRWAY ZDC. J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, VA NA.

FDC 6/0141 ZTL SC FI/T AIRWAY ZTL V54 SPARTANBURG (SPA) VORTAC, SC TO BRYDE INT EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT MEA 15000.

FDC 6/0138 ZTL SC FI/T AIRWAY ZTL. V605 SPARTANBURG (SPA) VORTAC, SC TO GENOD INT EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT MEA 15000.

FDC 5/7573 ZTL FI/T AIRWAY ZTL ZJX J89 ICBOD 150 DME FIX, DME UNUSABLE. J89 RESPE 120 DME FIX, DME UNUSABLE. J91 JOHNN 130 DME FIX, DME UNUSABLE.

FDC 5/2230 ZTL FI/T ZTL, SC AIRWAY ZTL ZJX V155 LOAFS INT, SC DME ONLY.

FDC 5/2211 ZTL SC.. FI/T AIRWAY ZTL ZJX. V53 BUILD INT, SC DME ONLY, BUBBA INT, SC DME ONLY.

FDC 5/0292 ZTL FI/T AIRWAY ZTL ZJX V417 ALLENDALE (ALD) VOR, SC TO COLLIERS (IRQ) VORTAC, SC MEA 3000.

BOSTON ARTCC

FDC 8/9003 ZBW MA.. FI/T AIRWAY ZBW. V483 WEETS INT, NY TO KINGSTON (IGN) VOR/DME, NY MEA 4,000.

FDC 8/9003 ZBW MA.. FI/T AIRWAY ZBW. V483 WEETS INT, NY TO KINGSTON (IGN) VOR/DME, NY MEA 4,000.

FDC 8/7882 ZBW MA.. FI/T AIRWAY ZBW. V2- 14 GARDNER (GDM) VOR/DME, MA DME UNUSABLE AT GRAVE, NY INT.

FDC 8/7696 ZBW MA.. FI/T AIRWAY ZBW. V431 GARDNER (GDM) VOR/DME, MA TO REVER INT, MA UNUSABLE.

FDC 8/6582 ZBW NY.. FI/T AIRWAY ZBW. V213 WEETS INT, NY TO TALCO INT, NY MEA 10000. TALCO INT, NY TO ALBANY (ALB) VORTAC, NY MEA 8000.

FDC 8/5971 ZBW NY.. FI/T AIRWAY ZBW. V292 SAGES, NY INT TO WIGAN, NY INT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BAF R-279 UNUSABLE.

FDC 8/4930 ZBW FI/T AIRWAY ZBW ZNY. V408 LAKE HENRY (LHY) VORTAC, PA TO SAGES INT, NY MAA 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/4163 ZBW FI/T AIRWAY ZBW. V93 WHATE INT, MA TO KEENE (EEN) VORTAC, NH MEA 4000.

FDC 8/3940 ZBW NY.. FI/T AIRWAY ZBW. V141 RIGID INT, NY TO MASSENA (MSS) VORTAC, NY MEA 10000. MSS R-129 UNUSABLE BELOW 10000.

FDC 8/3939 ZBW NY.. FI/T AIRWAY ZBW. V203 SARANAC LAKE (SLK) VOR/DME, NY TO MASSENA (MSS) VORTAC, NY MEA 10000. MSS R-159 UNUSABLE BELOW 10000.

FDC 8/3937 ZBW NY.. FI/T AIRWAY ZBW. V104 ULAMO INT, CANADA TO MASSENA (MSS) VORTAC, NY MEA 8000. MSS R-314 UNUSABLE BELOW 8000.

FDC 8/2041 ZBW NY.. FI/T AIRWAY ZBW. V157 HAARP INT, CT TO VALRE INT, NY MEA 7000.

FDC 7/9633 ZBW NY.. FI/T AIRWAY ZBW. V433 CYPER INT, NY TO ROCKDALE (RKA) VORTAC, NY MRA 10,000.

FDC 7/9305 ZBW FI/T AIRWAY ZBW ZOB. J522 ROCHESTER (ROC) VORTAC, NY TO HANCOCK (HNK) VOR/DME, NY, MAA FL350.

FDC 7/8134 ZBW NY.. FI/T AIRWAY ZBW. V44-V123-V157 ATHOS INT, NY TO GROUP INT, NY MEA 8000; GROUP INT, NY TO ALBANY (ALB) VORTAC, NY MEA 6000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 7/1552 ZBW NY.. FI/T AIRWAY ZBW. V270 DE LANCEY (DNY) VOR/DME, NY TO HIDAL INT, NY MEA 6000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS; MRA 8000 AT ATHOS INT, NY.

FDC 6/5037 ZBW ME.. FI/T AIRWAY ZBW. V93 RAZZR INT, ME TO BRNNS INT, ME NA.

FDC 6/1244 ZBW NY.. FI/T AIRWAY ZBW ZNY. V6- 445 NANCI INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA R225 UNUSEABLE.

FDC 6/1239 ZBW FI/T AIRWAY ZBW ZNY. V99 LA GUARDIA (LGA) VOR/DME, NY TO SORRY INT, CT LGA R-055 UNUSEABLE.

FDC 6/1104 ZBW FI/T AIRWAYS ZBW. V3 BANGOR (BGR) VORTAC, ME TO LAUDS, ME MOCA NA. BANGOR (BGR) VORTAC, ME R-165/125 TO AMZIE, ME MRA 11000. V104 BANGOR (BGR) VORTAC, ME TO ANSYN, ME MOCA NA. V104 BANGOR (BGR) VORTAC, ME TO BERLIN VOR/DME, ME MEA 7000.

FDC 5/9687 ZBW FI/T AIRWAY ZBW. V1-419 BOSTON (BOS) VORTAC TO GRAYM INT MEA 4000.

FDC 5/1304 ZBW FI/T AIRWAY ZBW V300 MILLINOCKET (MLT) VOR/DME TO WRAPT INT, NY MEA 7000 FOR NON-DME EQUIPPED AIRCRAFT.

FDC 4/9358 ZBW NY.. FI/T AIRWAY ZNY ZBW. V139-268-308 DUNEE INT, NY TO SARDI INT, NY DEER PARK (DPK) VOR/DME MRA 5000 AT KOPPY INT, NY.

FDC 4/5572 ZBW FI/T AIRWAY ZBW. V139-151 PROVIDENCE (PVD) VORTAC, RI TO INNDY INT, RI MEA 3000. V151 INNDY INT, RI TO GAILS INT, MA MEA 3000.

CHICAGO ARTCC

FDC 8/8827 ZAU IA.. FI/T AIRWAY ZAU. V172 NEWTON (TNU) VOR/DME, IA TO NEBOR INT, IA DME REQUIRED.

FDC 8/8261 ZAU IL.. FI/T AIRWAY ZAU. V7 BEBEE INT, IL TO WAVIE INT, IL MEA 3400.

FDC 8/8260 ZAU IL.. FI/T AIRWAY ZAU. V7 LAIRD INT, IL TO THORR INT, IL MOCA 1900.

FDC 8/4377 ZAU WI.. FI/T AIRWAY ZAU ZMP. V63 OSHKOSH (OSH) VORTAC. WI TO STEVENS POINT (STE) VORTAC. WI MEA 4000.

FDC 8/2473 ZAU FI/T AIRWAY ZAU. V216 PETTY INT, WI TO SQUIB INT, MI NA.

FDC 7/5138 ZAU FI/T AIRWAY ZAU ZMP. V177 WAUSAU (AUW) VORTAC, WI TO BAITS INT, WI MOCA 4000.

FDC 7/1835 ZAU WI.. FI/T AIRWAY ZAU. V216 FROM JANESVILLE (JVL) VOR/DME EASTBOUND TO SQUIB INT, DME UNUSABLE BEYOND 30 DME.

CLEVELAND ARTCC

FDC 8/7677 ZOB FI/T AIRWAY ZOB. V117 BELLAIRE (AIR) VOR/DME, OH TO WISKE, WV MEA 3300.

FDC 8/7672 ZOB FI/T AIRWAY ZOB. V443 NEWCOMERSTOWN (CTW) VOR/DME, OH TO WISKE, WV MEA 3300.

FDC 8/5828 ZOB MD.. FI/T AIRWAY ZOB ZDC. V438 FLINT INT, MD TO HAGERSTOWN (HGR) VOR, MD HGR R-273 UNUSABLE, USE GRANTSVILLE (GRV) VOR/DME, MD R-092.

FDC 8/5593 ZOB FI/T AIRWAY ZNY ZOB. J190 SLATE RUN (SLT) VORTAC, PA TO BINGHAMTON (CFB) VORTAC, NY MAA FL380 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/5544 ZOB PA.. FI/T AIRWAY ZOB. J190-584 ADD HOLDING AT SLATE RUN (SLT) VORTAC, HOLD WEST, LEFT TURNS, 107 INBOUND.

FDC 8/5402 ZOB FI/T AIRWAY ZID . V467 CHANGE OVER POINT (COP) RICHMOND (RID) VORTAC, IN 56 NM.

FDC 8/2976 ZOB FI/T AIRWAY ZOB. V426 CARLETON (CRL) VORTAC, MI TO AMRST INT, OH MEA 4000.

FDC 8/2965 ZOB NY.. FI/T AIRWAY ZOB. V483 DINES INT, NY TO ROCHESTER (ROC) VORTAC NA.

FDC 8/2963 ZOB NY.. FI/T AIRWAY ZOB. V510 EHMAN INT TO ROCHESTER (ROC) VORTAC, NY., NA.

FDC 8/1259 ZOB FI/T AIRWAY ZOB. V103 AZTRO INT CANADA TO SPHRE INT CANADA MEA 8000.

FDC 8/0979 ZOB PA.. FI/T AIRWAY ZOB. V542 BRADFORD (BFD)VOR/DME, PA TO CAFKI INT, PA MOCA NA.

FDC 8/0826 ZOB OH.. FI/T AIRWAY ZOB. V116 TRACE INT, OH FOR NON-DME AIRCRAFT MRA 11000. V188 CLERI INT, OH FOR NON-DME AIRCRAFT MRA 11000.

FDC 8/0626 ZOB FI/T AIRWAY ZOB. V232 V232 CHARDON (CXR) VOR/DME, OH TO FRANKLIN (FKL) VOR/DME, PA MAA 15000.

FDC 7/9302 ZOB FI/T AIRWAY ZBW ZOB. J522 ROCHESTER (ROC) VORTAC, NY TO HANCOCK (HNK) VOR/DME, NY, MAA FL350.

FDC 7/8480 ZOB FI/T AIRWAY ZID ZOB. V59- 115 PARKERSBURG (JPU) VORTAC, WV TO NEWCOMERSTOWN (CTW) VOR/DME, OH MOCA 2,600.

FDC 7/6191 ZOB MI.. FI/T AIRWAY ZOB. V2-26 LANSING (LAN) VORTAC TO SALEM (SVM) VORTAC MEA 5000.

FDC 6/8955 ZOB PA.. FI/T AIRWAY ZOB. V469 JOHNSTOWN (JST) VORTAC, PA TO ST. THOMAS (THS) VORTAC, PA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, JST VORTAC UNUSABLE BETWEEN R-110 AND R-135.

FDC 6/7579 ZOB PA.. FI/T AIRWAY ZNY ZOB. V106 HUDON INT, PA TO RASHE INT, PA MEA 7000.

FDC 6/0032 ZOB OH.. FI/T AIRWAY ZID ZOB. J83 APPLETON (APE) VORTAC, OH TO DRYER VOR/DME, OH NA.

FDC 5/6626 ZOB FI/T AIRWAY ZOB V12 JOHNSTOWN (JST) VORTAC, PA TO MILWO INT, PA MEA 5000.

FDC 4/2974 ZOB NY.. FI/T AIRWAY ZOB. V36 BUFFALO (BUF) VOR/DME, NY TO BURST INT, NY MEA 11000.

FDC 4/2973 ZOB NY.. FI/T AIRWAY ZOB V14-84 BUFFALO (BUF) VOR/DME, NY TO GENESEO (GEE) VOR/DME, NY MEA 11000.

FDC 4/2972 ZOB NY.. FI/T AIRWAY ZOB. V2 BUFFALO (BUF) VOR/DME, NY TO CLUNG INT, NY MEA 11000.

FDC 4/2971 ZOB NY.. FI/T AIRWAY ZOB V510 BUFFALO (BUF) VOR/DME, NY TO EHMAN INT, NY MEA 11000.

FDC 4/1382 ZOB FI/T AIRWAY ZOB. V483 LYSAN INT, NY TO DINES INT, NY NA.

DENVER ARTCC

FDC 8/8150 ZDV CO.. FI/T AIRWAY ZDV. V220 RIFLE (RIL) VOR/DME, CO TO MEEKER (EKR) VOR/DME, CO MEA 12100.

FDC 8/7189 ZDV CO.. FI/T AIRWAY ZDV. V160 FROM LOZUL TO TERRO INT DME NA, EXCEPT FOR AIRCRAFT WITH SUITABLE RNAV SYSTEM WITH GPS. DME UNUSABLE BELOW 19500 MSL.

FDC 8/7169 ZDV CO.. FI/T AIRWAY ZDV. V81 BLACK FOREST (BRK) VORTAC, CO TO HOHUM INT, CO NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/7164 ZDV CO.. FI/T AIRWAY ZDV. V611 BLACK FOREST (BRK) VORTAC, CO TO LIMEX INT, CO NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/2010 ZDV WY.. FI/T AIRWAY ZDV. V26 CHEROKEE (CKW) VOR/DME, WY TO MUDDY MOUNTAIN (DDY) VORTAC, WY MRA AT ALCOS INT 9900.

FDC 8/2008 ZDV WY.. FI/T AIRWAY ZDV. V589 MEDICINE BOW (MBW) VOR/DME, WY TO MUDDY MOUNTAIN (DDY) VORTAC, WY MRA AT ALCOS INT, WY 9900.

FDC 7/8362 ZDV FI/T AIRWAY ZDV ZLC. V86 V86 SHERIDAN (SHR) VORTAC, WY TO RAPID CITY (RAP) VORTAC, SD ADD: MEA GAP FROM SHERIDAN (SHR) VORTAC 82 NM TO 98 NM. DELETE: V86 CHANGEOVER POINT 104 NM FROM SHERIDAN (SHR) VORTAC. V86 CHANGEOVER POINT 78 NM FROM RAPID CITY (RAP) VORTAC. ADD: V86 CHANGEOVER POINT 98 NM FROM SHERIDAN (SHR) VORTAC. V86 CHANGEOVER POINT 84 NM FROM RAPID CITY (RAP) VORTAC. ADD: MCA 10900 AT WETON EASTBOUND. MCA 11,100 AT KARAS WESTBOUND. ADD: MEA KARAS TO KOCYE 13000. ADD: MRA AT KOCYE 15000.

FORT WORTH ARTCC

FDC 8/7768 ZFW TX.. FI/T AIRWAY ZFW. V278 GUTHRIE (GTH) VORTAC, TX TO NIFDE INT, TX MEA 6500.

FDC 8/4780 ZFW TX.. FI/T AIRWAY ZFW. V102 RALLS INT TO GUTHRIE (GTH) VORTAC MOCA 4500.

FDC 8/3167 ZFW TX.. FI/T AIRWAY ZFW. V16 PIZON INT, TX TO MERGE INT, MOCA 4400.

FDC 8/1647 ZFW TX.. FI/T AIRWAY ZFW. V76 BIG SPRING (BGS) VORTAC, TX TO SAN ANGELO (SJT) VORTAC, TX MRA 5000 AT HYMAN INT, TX.

FDC 8/0158 ZFW TX.. FI/T AIRWAY ZFW. V16 GOMIT INT, TX TO PIZON INT, TX MOCA 4600.

HOUSTON ARTCC

FDC 8/8752 ZHU FI/T AIRWAY ZHU ZME. V11 SOSOE INT, MS TO GREENE COUNTY (GCV) VORTAC, MS MEA 4000.

FDC 8/7058 ZHU TX.. FI/T AIRWAY ZHU. V70- 407 JIMIE INT, TX TO LOCOE INT, TX MOCA 1800.

FDC 8/6934 ZHU TX.. FI/T AIRWAY ZHU. V20 MC ALLEN (MFE) VOR/DME, TX TO LATEX INT, TX MEA 1700.

FDC 8/6654 ZHU TX.. FI/T AIRWAY ZFW ZHU. V369 NAVASOTA (TNV) VORTAC TO GROESBECK (GNL) VOR/DME MOCA 1900.

FDC 8/5919 ZHU LA.. FI/T AIRWAY ZHU. V71 HEZ VOR/DME, MS TO WRACK INT, LA MRA AT WILIN INT, MS 3500 FOR NON-DME AIRCRAFT.

FDC 8/5838 ZHU FI/T AIRWAY ZHU ZME. V209 SEMMES (SJI) VORTAC, AL TO KEWANEE (EWA) VORTAC, MS MEA 2300 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/1285 ZHU TX.. FI/T AIRWAY ZHU. V70-407 V70-407 JIMIE INT, TX TO LOCOE INT, TX MOCA 1800.

FDC 7/7703 ZHU TX.. FI/T AIRWAY ZHU. V70 PALACIOS VORTAC, TX TO LETTY INT, TX MEA 2600.

FDC 7/7702 ZHU TX.. FI/T AIRWAY ZHU. V20 PALACIOS VORTAC, TX TO KEEDS INT, TX MEA 1800.

FDC 7/6492 ZHU TX.. FI/T AIRWAY ZHU. V222 TRIOS INT, TX TO FALSE INT, TX MEA 3100.

FDC 7/6282 ZHU TX.. FI/T AIRWAY ZHU. V13 CLEEP INT, TX TO LEGGE INT, TX MEA 3100.

FDC 7/5349 ZHU MS.. FI/T AIRWAY ZHU. V20-V114 CLERY INT, MS TO SLIDD INT, LA MEA 5,000.

FDC 7/5273 ZHU MS..FI/T AIRWAY ZHU. V114 GULFPORT (GPT) VORTAC, MS TO (AKXUT), MS MEA 6,000.

FDC 7/5089 ZHU MS.. FI/T AIRWAY ZHU. V222 MCB VORTAC TO WRACK INT, MS MRA 4000.

FDC 6/8449 ZHU FI/T AIRWAY ZHU. V163 LAMPASAS (LZZ) VORTAC TO GLEN ROSE (JEN) VORTAC TX, MRA AT TENAT INT 4000 FOR NON-DME AIRCRAFT.

FDC 6/6517 ZHU FI/T AIRWAY ZHU. V198 SABINE PASS (SBI) VOR/DME, TX TO WHITE LAKE (LLA) VOR/DME, LA MEA 4000.

INDIANAPOLIS ARTCC

FDC 8/2803 ZID OH.. FI/T AIRWAY ZID. V214 ZANESVILLE (ZZV) VOR/DME, OH TO GLOOM INT, OH MEA 4000.

FDC 7/9781 ZID FI/T AIRWAY ZID ZOB. J83 APPLETON (APE) VORTAC, OH TO DRYER (DJB) VOR/DME, OH NA.

FDC 6/5122 ZID WV.. FI/T AIRWAY ZID. J149 HACKS INT, WV TO GEFFS INT, WV MEA FL290.

FDC 4/2208 ZID FI/T AIRWAY ZID ZDC J213 BECKLEY (BKW) VORTAC, WV TO PUTTZ INT, VA R-072 UNUSABLE.

FDC 4/2207 ZID FI/T AIRWAY ZID ZDC J42 TONIO INT, KY TO BECKLEY (BKW) VORTAC, WV R-257 UNUSABLE.

FDC 4/1720 ZID WV FI/T AIRWAY ZID. V519 BLUEFIELD (BLF) VORTAC, WV TO BECKLEY (BKW) VORTAC, WV MEA 9000, MOCA 9000.

JACKSONVILLE ARTCC

FDC 8/8990 ZJX FI/T AIRWAY ZDC ZJX. V70 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO BEULA INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-021 UNUSABLE BELOW 8000.

FDC 8/8987 ZJX FI/T AIRWAY ZDC ZJX. V139 MOKKA INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO NEW BERN (EWN) VOR/DME, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-050 UNUSABLE BELOW 8000.

FDC 8/8985 ZJX FI/T AIRWAY ZDC ZJX. V213 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO WALLO INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-359 UNUSABLE BELOW 8000.

FDC 8/8980 ZJX FI/T AIRWAY ZDC ZJX. V1 ASHES INT, NC TO LAYZE INT, NC MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE.

FDC 8/7287 ZJX SC.. FI/T AIRWAY ZJX. V437 BAGGY INT, SC DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ALD R-120 UNUSABLE.

FDC 8/7286 ZJX SC.. FI/T AIRWAY ZJX. V1 BASSO INT, SC TO CHARLESTON VORTAC (CHS), SC MEA 11000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS. ALD R-120 UNUSABLE AT BASSO.

FDC 8/1553 ZJX AL.. FI/T AIRWAY ZJX ZTL. V241 WIREGRASS (RRS) VORTAC R-019 UNUSABLE HAVSO INT, AL TO BAIZE INT, AL.

FDC 8/1552 ZJX FI/T AIRWAY ZJX. V7 WIREGLASS VORTAC (RRS) R-126 UNUSABLE OALDY INT, AL TO SAIML INT, GA.

FDC 8/1551 ZJX AL.. FI/T AIRWAY ZJX ZTL. V168 WIREGRASS VORTAC (RRS) R-360 UNUSABLE EFORD INT, AL TO MILER INT, AL.

FDC 8/1388 ZJX FI/T AIRWAY ZTL. V7-V521 SKIPO INT, AL TO BANBI INT, AL NA. WIREGRASS (RRS) VORTAC UNUSABLE BEYOND 30 NM.

FDC 8/0803 ZJX FI/T AIRWAY ZDC ZJX. J210 VANCE (VAN) VORTAC , SC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 7/9051 ZJX FL.. FI/T AIRWAY ZJX. V581 TUMPY INT, FL TO DADES INT, FL MEA 5000.

FDC 7/0151 ZJX SC.. FI/T AIRWAY ZJX. V437 BAGGY INT SC MRA 7000.

FDC 7/0150 ZJX SC.. FI/T AIRWAY ZJX. V1 BASSO INT SC MRA 7000.

FDC 6/7201 ZJX FL.. FI/T AIRWAY ZMA. V157 HYZER, FL TO LAKELAND (LAL) VORTAC MEA 5000.

FDC 6/6514 ZJX FL.. FI/T AIRWAY ZJX. V7- 521 NITTS INT, FL TO JUVAS INT, FL MEA 5000.

FDC 6/0569 ZJX FL.. FI/T AIRWAY ZJX. V521 MARIANNA (MAI) VORTAC, FL TO TERES INT, FL MEA 4000.

FDC 5/2231 ZJX FI/T ZJX, SC AIRWAY ZJX ZTL V53 BUILD INT, SC DME ONLY, BUBBA INT, SC DME ONLY.

FDC 5/0291 ZJX SC FI/T AIRWAY ZJX V37 ALLENDALE (ALD) VOR, SC TO TILLS INT MEA 6000.

FDC 5/0290 ZJX SC FI/T AIRWAY ZJX V157 ALLENDALE (ALD) VOR, SC TO BOWMA INT MEA 6000.

FDC 5/0289 ZJX SC FI/T AIRWAY ZJX ZTL V417 ALLENDALE (ALD) VOR, SC TO COLLIERS (IRQ) VORTAC, SC MEA 3000.

FDC 5/0287 ZJX SC FI/T AIRWAY ZJX V417 ALLENDALE (ALD) VOR, SC TO STOAS INT MEA 6000.

FDC 5/0286 ZJX SC FI/T AIRWAY ZJX V37 ALLENDALE (ALD) VOR, SC TO SALLY INT MEA 3000.

FDC 4/4082 ZJX GA.. FI/T AIRWAY ZJX ZTL. J89 ICBOD INT, GA DME ONLY.

FDC 4/4081 ZJX GA.. FI/T AIRWAY ZJX. J45 ALMA (AMG) VORTAC, GA R-320 UNUSBL.

FDC 4/4080 ZJX GA.. FI/T ZJX AIRWAY ZJX ZTL. V362 ALMA (AMG) VORTAC, GA R-309 UNUSBL.

FDC 4/4079 ZJX GA.. FI/T AIRWAY ZJX. V362 ALMA (AMG) VORTAC, GA TO HABLE INT, GA MRA 10000.

FDC 4/4077 ZJX GA.. FI/T AIRWAY ZJX V578 ALMA (AMG) VORTAC, GA R- 263 UNUSBL.

FDC 4/4076 ZJX GA.. FI/T AIRWAY ZJX. V157 ALMA (AMG) VORTAC, GA TO LOTTS INT, GA MRA 10000.

FDC 4/4075 ZJX GA.. FI/T AIRWAY ZJX ZTL V51 ALMA (AMG) VORTAC, GA TO DUBLIN (DBN) VORTAC, GA R-166/40 DME MRA 10000.

FDC 4/4074 ZJX GA.. FI/T AIRWAY ZJX V51 ALMA (AMG) VORTAC, GA TO CRAIG (CRG) VORTAC, FL R-328/48 DME MRA 10000.

FDC 3/6028 ZJX FL FI/T AIRWAY ZJX. V97 DARBS INT FL TO CLAMP INT FL MOCA 2000.

FDC 3/2929 ZJX FI/T AIRWAY ZJX V159-295 SHIMM INT MRA 3000.

KANSAS CITY ARTCC

FDC 8/7239 ZKC KS.. FI/T AIRWAY ZKC. V77-V280 TOPEKA (TOP) VORTAC, KS TO HEYDN INT, KS MEA 3700.

FDC 8/4803 ZKC MO.. FI/T AIRWAY ZKC. V13-V159-V161 NAPOLEON (ANX) VORTAC, MO TO LYMES INT, MO MEA 2900.

FDC 8/3831 ZKC MO.. FI/T AIRWAY ZKC. V424 NAPOLEON (ANX) VORTAC, MO TO MACON (MCM) VOR/DME, MO MEA 2900.

FDC 8/3515 ZKC FI/T AIRWAY ZKC. V88 NARCI INT, OK TO WACCO INT, MO MEA 8000.

FDC 8/0947 ZKC FI/T AIRWAY ZKC. V88 VINTA INT, OK TO WACCO INT, MO GNSS MEA 4000.

FDC 7/8824 ZKC OK.. FI/T AIRWAY ZKC. V140 LASTS INT, OK TO YARNS INT, OK MEA 4500.

FDC 7/6018 ZKC KS.. FI/T AIRWAY ZKC. V132 DISKS INT, KS TO RANSO INT, KS MOCA 4300.

FDC 7/6010 ZKC KS.. FI/T AIRWAY ZKC. V255 HAYS (HYS) VORTAC, KS TO GARDEN CITY (GCK) VORTAC, KS MOCA 4300.

MEMPHIS ARTCC

FDC 8/8751 ZME FI/T AIRWAY ZHU ZME. V11 SOSOE INT, MS TO GREENE COUNTY (GCV) VORTAC, MS MEA 4000.

FDC 8/8068 ZME TN.. FI/T AIRWAY ZME. Q26 WALNUT RIDGE (ARG) VORTAC, AR TO DEVAC INT, AL MAA FL330.

FDC 8/5839 ZME FI/T AIRWAY ZHU ZME. V209 SEMMES (SJI) VORTAC, AL TO KEWANEE (EWA) VORTAC, MS MEA 2300 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/3507 ZME AR.. FI/T AIRWAY ZME. V13 CHESO INT, AR TO BOYLE INT, AR MEA 3600.

FDC 8/0863 ZME TN.. FI/T AIRWAY ZME. V140 ADD MRA FLAG AT LENON INT 6500.

MIAMI ARTCC

FDC 8/5643 ZMA FI/T AIRWAY ZMA BR69V DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS FOR BAHMA/ZBV 16.8 DME, FORT LAUDERDALE (FLL) VOR/DME R-098 UNUSABLE.

FDC 8/5443 ZMA FI/T AIRWAY ZMA AR11 JANUS INT TO VALLY/VKZ 68 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/3704 ZMA FI/T AIRWAY ZMA BR64V-68V HEATT INT, FL TO FREEPORT (ZFP) VOR/DME, OA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FREEPORT (ZFP) VOR/DME R-270 UNUSABLE.

FDC 6/7202 ZMA FL.. FI/T AIRWAY ZMA. V157 HYZER, FL TO LAKELAND (LAL) VORTAC MEA 5000.

FDC 5/7744 ZMA FL.. FI/T AIRWAY ZJX ZMA. Q104 CYPRESS (CYY) VOR/DME, FL TO DEFUN WP, FL GNSS MEA 18000, DME/DME IRU RNAV MEA 18000.

MINNEAPOLIS ARTCC

FDC 8/7888 ZMP MN.. FI/T AIRWAY ZMP. V344 ABERDEEN (ABR) VOR/DME, SD TO FARGO (FAR) VORTAC, ND MRA AT EVUKY INT 5000.

FDC 8/4376 ZMP WI.. FI/T AIRWAY ZAU ZMP. V63 OSHKOSH (OSH) VORTAC WI TO STEVENS POINT (STE) VORTAC WI MEA 4000.

FDC 8/1097 ZMP MN.. FI/T AIRWAY ZMP. V175 WORTHINGTON (OTG) VOR/DME, MN TO REDWOOD FALLS (RWF) VOR/DME, MN MOCA 3000.

FDC 8/0919 ZMP MI.. FI/T AIRWAY ZMP. V78 CLAPS INT, MN TO DAWSO/ATY 39 DME, MN MEA 5500.

FDC 7/8144 ZMP ND.. FI/T AIRWAY ZMP. V2- 510 JAMESTOWN (JMS) VOR/DME, ND TO CHAFE INT, ND MRA 6000.

FDC 7/6803 ZMP SD.. FI/T AIRWAY ZMP. V181 WATERTOWN (ATY) VORTAC, SD TO SIOUX FALLS (FSD) VORTAC, SD MEA 5000.

FDC 7/5143 ZMP FI/T AIRWAY ZAU ZMP. V177 WAUSAU (AUW) VORTAC, WI TO BAITS INT, WI MOCA 4000.

FDC 7/3315 ZMP MN.. FI/T AIRWAY ZMP. V250 WORTHINGTON (OTG) VOR/DME, MN TO MANKATO (MKT) VOR/DME, MN MEA 3400, MOCA 2900.

FDC 7/3271 ZMP MN.. FI/T AIRWAY ZMP. V170 WORTHINGTON (OTG) VOR/DME, MN TO FAIRMONT (FRM) VOR/DME, MN MEA 3300, MOCA 2900.

FDC 7/2466 ZMP MN.. FI/T AIRWAY ZMP. V191 THIEF RIVER FALLS (TVF) VOR/DME, MN TO BEMIDJI (BJI) VORTAC, MN MEA 3500. USE TVF 114, BJI 299 UNUSABLE.

FDC 7/2465 ZMP MN.. FI/T AIRWAY ZMP. V175 ROSEAU (ROX) VOR/DME, MN TO BEMIDJI (BJI) VORTAC, MN MEA 7000. USE ROX 155, BJI 337 UNUSABLE.

FDC 5/1959 ZMP WI...FI/T AIRWAY ZMP V55 SIREN (RZN) VOR/DME, WI R-293 UNUSABLE TO BRAINERD (BRD) VORTAC, MN.

FDC 5/1958 ZMP WI.. FI/T AIRWAY V-129 SIREN (RZN) VOR/DME R-115 UNUSABLE AT QUESCA INT, WI, DME REQUIRED.

FDC 5/1460 ZMP WI...FI/T AIRWAY ZMP V55 SIREN (RZN) VOR/DME, WI TO EAU CLAIRE (EAU) VORTAC, WI MEA 5000.

FDC 5/1307 ZMP FI/T AIRWAY ZMP. V430 IRONWOOD (IWD) VORTAC, MI TO IRON MOUNTAIN (IMT) VOR/DME, MI NA.

FDC 5/0323 ZMP FI/T AIRWAY ZMP Q-505 OMAGA, CANADA DME FIX TO HEMDI WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

FDC 5/0322 ZMP FI/T AIRWAY ZMP Q-504 NOTAP, CANADA WPT TO HEMDI WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

FDC 5/0321 ZMP FI/T AIRWAY ZMP Q-501 VIXIS, CANADA DME FIX TO SOBME WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

FDC 5/0320 ZMP FI/T AIRWAY ZMP Q-502 KENPA, CANADA DME FIX TO SOBME WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

NEW YORK ARTCC

FDC 8/5594 ZNY FI/T AIRWAY ZNY ZOB. J190 SLATE RUN (SLT) VORTAC, PA TO BINGHAMTON (CFB) VORTAC, NY MAA FL380 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/4929 ZNY FI/T AIRWAY ZBW ZNY. V408 LAKE HENRY (LHY) VORTAC, PA TO SAGES INT, NY MAA 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/2384 ZNY NY.. FI/T AIRWAY ZNY. J95 GAYEL INT, NY TO BUFFY INT, PA NA.

FDC 8/1389 ZNY FI/T AIRWAY ZDC ZNY. J42- 191 DAVYS INT, NJ TO ROBBINSVILLE (RBV) VORTAC, NY MAA 29000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 6/8776 ZNY CT.. FI/T AIRWAY ZBW ZNY. J42 DME REQUIRED AT SANTT INT.

FDC 6/1470 ZNY NY.. FI/T AIRWAY ZNY. V433 TICKL INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA R-225 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY TO DUNBO INT, NY LGA R-068 UNUSEABLE.

FDC 6/1269 ZNY FI/T AIRWAY ZNY. V36 HAWLY INT, PA TO NEION INT, NJ LGA R-322 UNUSEABLE.

FDC 6/1267 ZNY FI/T AIRWAY ZNY. J106 STILLWATER (STW) VOR/DME, NJ TO LA GUARDIA (LGA) VOR/DME, NY LGA R-298 UNUSEABLE.

FDC 6/1266 ZNY FI/T AIRWAY ZNY. J70 STILLWATER (STW) VOR/DME, NJ TO LA GUARDIA (LGA) VOR/DME, NY LGA R-298 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY TO KENNEDY (JFK) VOR/DME, NY LGA R-166 UNUSEABLE.

FDC 6/1247 ZNY NY.. FI/T AIRWAY ZNY. V451 LA GUARDIA (LGA) VOR/DME, NY TO NESSI INT, NY LGA R-075 UNUSEABLE.

FDC 6/1245 ZNY NY.. FI/T AIRWAY ZBW ZNY. V6- 445 NANCI INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA R225 UNUSEABLE.

FDC 6/1243 ZNY NY.. FI/T AIRWAY ZNY. V475- 487 LA GUARDIA (LGA) VOR/DME, NY TO DUNBO INT, NY LGA R-068 UNUSEABLE.

FDC 6/1238 ZNY NY.. FI/T AIRWAY ZNY. V123 RENUE INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA R-225 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY TO RYMES INT, NY LGA R-044 UNUSEABLE.

FDC 6/1237 ZNY NY.. FI/T AIRWAY ZNY. V157 RENUE INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA R-225 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY TO HAARP INT, NY LGA R-044 UNUSEABLE.

FDC 4/9357 ZNY NY.. FI/T AIRWAY ZNY ZBW. V139-268-308 DUNEE INT, NY TO SARDI INT, NY DEER PARK (DPK) VOR/DME MRA 5000 AT KOPPY INT, NY.

FDC 4/9343 ZNY NY.. FI/T AIRWAY ZNY V374 VOLLU INT, NY TO GAYEL INT, NY MEA 5000.

FDC 4/9182 ZNY NJ FI/T AIRWAY ZNY V312 LEGGS INT, NJ TO PREPI INT, OA FOR NON-DME EQUIPPED AIRCRAFT MEA 3000.

FDC 4/6630 ZNY PA.. FI/T AIRWAY ZNY. V36 DOMVY INT, PA TO HAWLY INT, PA NA.

FDC 4/3616 ZNY FI/T AIRWAY ZNY ZDC V210 PROPP INT, PA TO YARDLEY (ARD) VOR/DME, PA MOCA 1700.

FDC 4/3615 ZNY FI/T AIRWAY ZNY V149 MAZIE INT, PA TO ALLENTOWN (FJC) VORTAC, PA NA.

OAKLAND ARTCC

FDC 8/9815 ZOA CA.. FI/T AIRWAY ZOA. V109- 113- 585 MANTECA (ECA) VORTAC, CA TO VOLTA INT, CA, NOT USABLE EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS.

SALT LAKE CITY ARTCC

FDC 8/8104 ZLC ID.. FI/T AIRWAY ZLC. V298 LAMON INT, ID TO SABAT INT, ID WESTBOUND MEA 10000.

FDC 8/3393 ZLC MT.. FI/T AIRWAY ZLC. V257 SCAAT INT, MT TO SIEBE INT, MT MEA 13000.

FDC 7/8361 ZLC FI/T AIRWAY ZDV ZLC. V86 V86 SHERIDAN (SHR) VORTAC, WY TO RAPID CITY (RAP) VORTAC, SD ADD: MEA GAP FROM SHERIDAN (SHR) VORTAC 82 NM TO 98 NM. DELETE: V86 CHANGEOVER POINT 104 NM FROM SHERIDAN (SHR) VORTAC. V86 CHANGEOVER POINT 78 NM FROM RAPID CITY (RAP) VORTAC. ADD: V86 CHANGEOVER POINT 98 NM FROM SHERIDAN (SHR) VORTAC. V86 CHANGEOVER POINT 84 NM FROM RAPID CITY (RAP) VORTAC. ADD: MCA 10900 AT WETON EASTBOUND. MCA 11,100 AT KARAS WESTBOUND. ADD: MEA KARAS TO KOCYE 13000. ADD: MRA AT KOCYE 15000.

SEATTLE ARTCC

FDC 8/5812 ZSE WA.. FI/T AIRWAY ZSE. J5 CHANGE OVER POINT (COP) 150 NM FROM SEA.

WASHINGTON ARTCC

FDC 8/9492 ZDC VA.. FI/T AIRWAY ZDC. V3 FLAT ROCK (FAK) VORTAC VA, TO HARVY INT, VA NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. FAK FACILITY RESTRICTIONS.

FDC 8/9491 ZDC VA.. FI/T AIRWAY ZDC. V155 FLAT ROCK (FAK) VORTAC, VA TO LAWRENCEVILLE (LVL) VORTAC, VA NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. FAK AND LVL FACILITY RESTRICTIONS.

FDC 8/9488 ZDC FI/T AIRWAY ZDC. J51 FLAT ROCK (FAK) VORTAC, VA TO TUBAS INT, NC NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. FAK FACILITY RESTRICTIONS.

FDC 8/8989 ZDC NC.. FI/T AIRWAY ZDC. V296 RAPVY INT, NC TO WILMINGTON (ILM) VORTAC, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-315 UNUSABLE BELOW 8000.

FDC 8/8988 ZDC FI/T AIRWAY ZDC ZJX. V139 MOKKA INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO NEW BERN (EWN) VOR/DME, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-050 UNUSABLE BELOW 8000.

FDC 8/8986 ZDC FI/T AIRWAY ZDC ZJX. V70 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO BEULA INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-021 UNUSABLE BELOW 8000.

FDC 8/8981 ZDC FI/T AIRWAY ZDC ZJX. V213 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO WALLO INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-359 UNUSABLE BELOW 8000.

FDC 8/8979 ZDC FI/T AIRWAY ZDC ZJX. V1 ASHES INT, NC TO LAYZE INT, NC MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE.

FDC 8/7207 ZDC WV.. FI/T AIRWAY ZDC. J213 PUTTZ INT, WV TO FINKS INT, WV NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/6757 ZDC VA.. FI/T AIRWAY ZDC. V3-V39-V143 KERRE INT, VA MRA 7000.

FDC 8/5827 ZDC MD.. FI/T AIRWAY ZDC. V377-V438 TOMAC INT, MD TO HAGERSTOWN (HGR) VOR, MD HGR R-273 UNUSABLE, USE GRANTSVILLE (GRV) VOR/DME, MD R-092.

FDC 8/5826 ZDC MD.. FI/T AIRWAY ZOB ZDC. V438 FLINT INT, MD TO HAGERSTOWN (HGR) VOR, MD HGR R-273 UNUSABLE, USE GRANTSVILLE (GRV) VOR/DME, MD R-092.

FDC 8/5529 ZDC MD.. FI/T AIRWAY ZDC. J61 DAILY INT, MD MAA 35000.

FDC 8/3499 ZDC MD.. FI/T AIRWAY ZDC. V308 NOTTINGHAM (OTT) VORTAC, MD TO BILIT INT, MD MEA 6,000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/3498 ZDC MD.. FI/T AIRWAY ZDC. V31 NOTTINGHAM (OTT) VORTAC, MD TO (ARUYE) CNF, MD MEA 6,000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/1390 ZDC FI/T AIRWAY ZDC ZNY. J42- 191 DAVYS INT, NJ TO ROBBINSVILLE (RBV) VORTAC, NY MAA 29000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/0802 ZDC FI/T AIRWAY ZDC ZJX. J210 VANCE (VAN) VORTAC , SC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/0468 ZDC FI/T AIRWAY ZDC. J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, VA NA.

FDC 7/8487 ZDC FI/T AIRWAY ZID. J149 AML VORTAC, VA. TO GEFFS INT, WV MAA FL410.

FDC 7/7837 ZDC VA.. FI/T AIRWAY ZDC. V16-V260 FLAT ROCK (FAK) VORTAC, VA TO RICHMOND (RIC) VORTAC, VA MEA 2600.

FDC 7/6440 ZDC VA.. FI/T AIRWAY ZDC. V157 RICHMOND (RIC) VORTAC, VA TO DALTO INT, VA DME REQUIRED.

FDC 7/3624 ZDC VA.. FI/T AIRWAY ZDC. V16-V260 FLAT ROCK (FAK) VORTAC, VA TO RICHMOND (RIC) VORTAC, VA: FAK R100 UNUSABLE, USE RIC R283.

FDC 6/8266 ZDC NC.. FI/T AIRWAY ZDC. V189 DAREZ INT, NC TO WRIGHT BROTHERS (RBX) VOR/DME, NC MEA 8000.

FDC 6/8144 ZDC MD.. FI/T AIRWAY ZDC. V44- 214 FROM WOOLY INT, MD TO BALTIMORE (BAL) VORTAC, MD MEA 5000.

FDC 6/4150 ZDC MD.. FI/T AIRWAY ZDC. V44 SPEAK INT, MD TO PALEO INT, MD MEA 13500.

FDC 6/3764 ZDC FI/T AIRWAY ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO ELKINS (EKN) VORTAC, WV MEA 9000.

FDC 6/0279 ZDC VA.. FI/T AIRWAY ZDC V266 LAWRENCEVILLE (LVL) VORTAC, VA TO MAZON INT, VA MEA 7500.

FDC 5/2066 ZDC VA.. FI/T AIRWAY ZDC. V286 BROOKE (BRV) VORTAC, VA TO GRUBY INT, VA MEA 3000. V286 GRUBY INT, VA TO FAGED INT, VA MEA 6000.

FDC 5/2064 ZDC VA.. FI/T AIRWAY ZDC V454 LAWRENCEVILLE (LVL) VORTAC, VA R-059 TO MIDWAY CHANGE OVER POINT UNUSABLE.

FDC 5/2063 ZDC VA.. FI/T AIRWAY ZDC. V155-157 LAWRENCEVILLE (LVL) VORTAC, VA R-042 TO DALTO INT, VA UNUSABLE.

FDC 5/0483 ZDC VA.. FI/T AIRWAY ZDC. V454 OXFRD INT, NC TO LAWRENCEVILLE (LVL) VORTAC VA, NOKIY INT NA.

FDC 4/3061 ZDC FI/T AIRWAY ZDC V454 LIBERTY VORTAC, NC TO OXFRD INT, NC MEA 6000, MOCA 2800. OXFRD INT, NC TO LAWRENCEVILLE (LVL) VORTAC, VA MEA 9000, MOCA 2800.

FDC 4/2210 ZDC FI/T AIRWAY ZID ZDC J42 TONIO INT, KY TO BECKLEY (BKW) VORTAC, WV R-257 UNUSABLE.

FDC 4/2209 ZDC FI/T AIRWAY ZID ZDC J213 BECKLEY (BKW) VORTAC TO PUTTZ INT, VA R-072 UNUSABLE.

Part 1.

Section 2.

FDC

AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS

NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.

PART 1, SECTION 2

CONTENT CRITERIA

All public use airports have distant NOTAM distribution.

Airport Data:	Abandonments (If currently listed in Airport/Facility Directory) Openings Closings
Airport Operating Restrictions:	ARFF ACR
Runway Data: (Hard Surface Only).	Openings Closings Commissionings Permanent Closures Ident Changes Length Width Surface Composition Changes Displaced Thresholds (Implementation and Changes)
Runway Edge Light Systems	Commissionings Changes Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))
Approach Light Systems	Commissionings Changes Decommissionings Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))

NAVAIDS, COMMUNICATIONS, OTHER SERVICES	
Navigational Facilities	Commissionings (including Ident and Frequency) Decommissionings (including Ident and Frequency) Frequency changes Changes in monitoring facility and/or status Restrictions Outages (with effective dates)
Airport Traffic Control Towers	Commissionings (including frequencies) Hours of operation Decommissionings
Flight Service Stations	Commissionings Decommissionings Hours of operation Commissionings/Decommissionings of RCOs Changes in monitoring status of RCOs Outages of RCOs (with effective dates)
Weather	AWOS (system and frequency)

ALABAMA

ALABASTER

Shelby County

FDC 8/1981 EET FI/T SHELBY COUNTY, ALABASTER, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 15/33 TO RWY 16/34.

FDC 8/1979 EET FI/T SHELBY COUNTY, ALABASTER, AL. RNAV (GPS) RWY 33, ORIG...VOR OR GPS A, AMDT 6...CHANGE ALL REFERENCE TO RWY 15/33 TO RWY 16/34.

ALEXANDER CITY

Thomas C Russell Fld

FDC 8/2891 ALX FI/T THOMAS C RUSSELL FLD, ALEXANDER CITY, AL. NDB OR GPS A, AMDT 1A...TERMINAL ROUTE NIXBY TO ALEXANDER CITY (DER) NDB (IAF) MINIMUM ALTITUDE 2300. TERMINAL ROUTE SEMAN TO ALEXANDER CITY (DER) NDB (IAF) MINIMUM ALTITUDE 2300. MAINTAIN 2300 UNTIL PROCEDURE TURN OUTBOUND. MINIMUM ALTITUDE AT ALEXANDER CITY (DER) NDB (FAF) 1600.

ANDALUSIA/OPP

South Alabama Rgnl At Bill Benton Field

FDC 8/0419 79J FI/T SOUTH ALABAMA RGNL AT BILL BENTON FIELD, ANDALUSIA/OPP, AL. COPTER NDB RWY 29, ORIG...TERMINAL ROUTE BOLL WEEVIL (BVG) NDB TO JUDD (JUY) NDB (IAF) NA.

FDC 8/0418 79J FI/T SOUTH ALABAMA RGNL AT BILL BENTON FIELD, ANDALUSIA/OPP, AL. NDB A, AMDT 3...TERMINAL ROUTE BOLL WEEVIL (BVG) NDB TO JUDD (JUY) NDB (IAF) NA.

ANNISTON

Anniston Metropolitan

FDC 8/0124 ANB FI/T ANNISTON METROPOLITAN, ANNISTON, AL. ILS OR LOC RWY 5, AMDT 2...S-ILS 5 DECISION ALTITUDE 909/HAT 314 ALL CATS. MISSED APPROACH: CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 110 AND TDG R-085 TO KOCEY/TDG 18 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000. HOLD W, LT, 085.26 INBOUND. (DME REQUIRED).

FDC 8/0119 ANB FI/T ANNISTON METROPOLITAN, ANNISTON, AL. NDB RWY 5, AMDT 3...MISSED APPROACH: CLIMBING RIGHT TURN TO 4000 VIA HEADING 110 AND TDG VOR/DME R-085 TO KOCEY/TDG 18 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000. HOLD W, LT, 085.26 INBOUND. (DME REQUIRED).

AUBURN

Auburn-Opelika Robert G. Pitts

FDC 8/8231 AUO FI/T AUBURN-OPELIKA ROBERT G PITTS, AUBURN, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 11, STANDARD WITH MINIMUM CLIMB OF 328 FT PER NM TO 1100. ALL OTHER DATA REMAINS AS PUBLISHED. NOTE: RWY 11, TEMPORARY CRANE 4415 FEET FROM DER, 1366 FEET LEFT OF CENTERLINE, 150 FEET AGL/ 900 FEET MSL.

BIRMINGHAM

Birmingham-Shuttlesworth Intl

FDC 8/3876 BHM FI/T BIRMINGHAM INTL, BIRMINGHAM, AL. ILS RWY 6 (CAT II), AMDT 41B...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 056 AND VIA GAD R-231 TO SPATT INT AND HOLD NE, RT, 231.00 INBOUND.

BREWTON

Brewton Muni

FDC 8/4820 12J FI/T BREWTON MUNI, BREWTON, AL. VOR/DME OR GPS RWY 30, AMDT 7...DISTANCE HIHIT (FAF) TO MAP: 4.40 NM. MAP: CEW R-301/23.40 DME. TERMINAL ROUTE: (ITUYU) CEW R-358/14 DME (IAF) ARC TO ROICE (CEW R-301/14 DME) MIN ALT 2300. 2008/08/25 20:23.

CLANTON

Gragg-Wade Field

FDC 5/8065 02A FI/T GRAGG-WADE FIELD, CLANTON, AL. NDB OR GPS RWY 26, ORIG...NDB PORTION RADAR REQUIRED.

CULLMAN

Folsom Field

FDC 8/1066 3A1 FI/T FOLSOM FIELD, CULLMAN, AL. GPS RWY 20, ORIG...KAZDU TO RW20 2.90/35 TCH VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA DISREGARD NOTE USE HUNTSVILLE ALTIMETER SETTING.

FDC 8/1064 3A1 FI/T FOLSOM FIELD, CULLMAN, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 20, 300-1 3/4. ALL OTHER DATA REMAINS AS PUBLISHED.

DECATUR

Pryor Field Rgnl

FDC 6/9083 DCU FI/T PRYOR FIELD REGIONAL, DECATUR, AL. VOR RWY 18 AMDT 13...S-18: VIS CAT A 1, VIS CAT B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2. DEDOC MINIMUMS: S-18: VIS CAT A/B 1, VIS CAT C 1 1/4, VIS CAT D 1 1/4.

FDC 6/9082 DCU FI/T PRYOR FIELD REGIONAL, DECATUR, AL. RNAV (GPS) RWY 18 ORIG...LPV DA VIS 3/4 ALL CATS. LNAV/VNAV DA VIS 1 1/4 ALL CATS. LNAV MDA VIS CAT A/B 1, VIS CAT C 1 1/4, VIS CAT D 1 1/2.

DOTHAN

Dothan Rgnl

FDC 8/0621 DHN FI/T DOTHAN REGIONAL, DOTHAN, AL. COPTER VOR 336, AMDT 4A...TERMINAL ROUTE CAIRNS (OZR) VOR/DME TO WIREGRASS (RRS) VORTAC (IAF) NA. DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED SUITABLE RNAV SYSTEM WITH GPS, OZR VOR/DME UNUSABLE. CHANGE ALL REFERENCE TO ABIDE TO HAVSO.

FDC 8/0415 DHN FI/T DOTHAN REGIONAL, DOTHAN, AL. ILS OR LOC RWY 14, ORIG...S-LOC: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OZR VOR/DME UNUSABLE.

FDC 8/0414 DHN FI/T DOTHAN REGIONAL, DOTHAN, AL. VOR RWY 14, AMDT 3D...VOR RWY 18, AMDT 3C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OZR VOR/DME UNUSABLE.

ENTERPRISE

Enterprise Muni

FDC 8/9834 EDN FI/T ENTERPRISE MUNI, ENTERPRISE, AL. RNAV (GPS) RWY 5, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9833 EDN FI/T ENTERPRISE MUNI, ENTERPRISE, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 5: FENCE 5 FT FROM END OF RUNWAY, 479 FT RIGHT OF CENTERLINE, 8 FT AGL/357 FT MSL. RWY 23: TREES BEGINNING 305 FT FROM END OF RUNWAY, 337 FT LEFT OF CENTERLINE UP TO 40 FT AGL/363 FT MSL. TREES BEGINNING 54 FT FROM END OF RUNWAY, 381 FT RIGHT OF CENTERLINE UP TO 40 FT AGL/384 FT MSL.

FDC 8/0420 EDN FI/T ENTERPRISE MUNI, ENTERPRISE, AL. VOR RWY 5, AMDT 3...TERMINAL ROUTE BOLL WEEVIL (BVG) NDB TO ENTERPRISE (EDN) VOR (IAF) NA. ADWEL INT MINIMUMS: RADAR REQUIRED. MISSED APPROACH: CLIMBING LEFT TURN TO 2500 IN EDN VOR HOLDING PATTERN. VISIBILITY REDUCTION BY HELICOPTERS NA.

FAIRHOPE

H L Sonny Callahan

FDC 8/4480 4R4 FI/T H L SONNY CALLAHAN, FAIRHOPE, AL. RNAV (GPS) RWY 1, ORIG...LNAV: CATS A/B VIS 1. CATS C/D VIS 1 1/4. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE CAT D VISIBILITY TO 1 1/4.

FOLEY

Foley Muni

FDC 8/3136 5R4 FI/T FOLEY MUNI, FOLEY, AL. NDB RWY 18, ORIG...RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

HUNTSVILLE

Huntsville Intl-Carl T Jones Field

FDC 8/0772 HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS RWY 18R (CAT III), AMDT 24...PROCEDURE NA.

MOBILE

Mobile Downtown

FDC 7/8167 BFM FI/T MOBILE DOWNTOWN, MOBILE, AL. RNAV (GPS) RWY 32, ORIG-B...LNAV/VNAV DA 366/HAT 341. VIS CATS A/B/C RVR 4000. FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV VISIBILITY TO RVR 6000.

Mobile Rgnl

FDC 8/5610 MOB FI/T MOBILE REGIONAL, MOBILE, AL. RNAV (GPS) RWY 18, ORIG...PROCEDURE NA.

FDC 8/4746 MOB FI/T MOBILE REGIONAL, MOBILE, AL. RNAV (GPS) RWY 32, AMDT 1...LNAV VIS CAT D RVR 5000.

OZARK

Blackwell Field

FDC 8/0416 71J FI/T BLACKWELL FIELD, OZARK, AL. VOR RWY 30, AMDT 6A...PROCEDURE NA.

PELL CITY

St Clair County

FDC 8/6246 PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 2/20 TO RWY 3/21.

FDC 8/2406 PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. VOR A, AMDT 8...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/1672 PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. RNAV (GPS) RWY 2, AMDT 1...RNAV (GPS) RWY 20, AMDT 1...PROCEDURE NA.

FDC 8/1670 PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. VOR A, AMDT 8...CHANGE ALL REFERENCE TO RWY 2/20 TO RWY 3/21.

PRATTVILLE

Prattville - Grouby Field

FDC 8/4853 1A9 FI/T PRATTVILLE-GROUBY FIELD, PRATTVILLE, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 27, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 600 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4852 1A9 FI/T PRATTVILLE-GROUBY FIELD, PRATTVILLE, AL. RNAV (GPS) RWY 9, AMDT 1...VISIBILITY REDUCTION BY HELICOPTERS NA.

TROY

Troy Muni

FDC 8/7442 TOI FI/T TROY MUNI, TROY, AL. ILS RWY 7, AMDT 7B...NDB OR GPS RWY 7, AMDT 10A...TERMINAL ROUTE: TROY (TOI) VOR TO BLOOD LOM (IAF) NA.

TUSCALOOSA

Tuscaloosa Rgnl

FDC 8/4367 TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. VOR OR TACAN RWY 22, AMDT 14C...LDK VORTAC TO RW22: 3.00/50 VDP AT 2.51 DME; DISTANCE VDP TO THLD 1.52 MILES. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/4196 TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. VOR OR TACAN RWY 4, AMDT 11C...VOR PORTION NA. S-4 VISIBILITY CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. VDP AT 6.37 DME; DISTANCE VDP TO THLD 1.31 MILES.

FDC 8/1157 TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. RNAV (GPS) RWY 4, ORIG...LPV MINIMUMS NA.

ALASKA

BETHEL

Bethel

FDC 8/0390 BET FI/T BETHEL, BETHEL, AK. ILS OR LOC/DME RWY 19R, AMDT 6...RNAV (GPS) RWY 19R, AMDT 1...VOR/DME RWY 19R, AMDT 2...VOR/DME RWY 1L, AMDT 2...LOC/DME BC RWY 1L, AMDT 6...RNAV (GPS) RWY 1L, AMDT 1...RNAV (GPS) A, AMDT 1...CHANGE ALL REFERENCE TO RWY 19R/1L TO RWY 18/36.

FDC 8/0388 BET FI/T BETHEL, BETHEL, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE FROM RWY 19L/1R NA. CHANGE ALL REFERENCE TO RWY 19R/1L TO 18/36.

DEADHORSE

Deadhorse

FDC 8/7694 SCC FI/P DEADHORSE, DEADHORSE, AK. ILS OR LOC/DME RWY 5, AMDT 2B...CHART NOTE: VISIBILITY CATS A/ B/ C/ D, RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. ADD ATTENTION SYMBOL TO MAKE NOTE APPLY TO S-ILS 5 LINE OF MINIMUMS. THIS IS ILS OR LOC/DME RWY 5, AMDT 2C.

FDC 8/5432 SCC FI/T DEADHORSE, DEADHORSE, AK. ILS OR LOC/DME RWY 5, AMDT 2B...VOR/DME RWY 5, AMDT 2...VOR RWY 5, AMDT 4...RNAV (GPS) RWY 5, AMDT 1...VOR RWY 23, AMDT 6...LOC/DME BC RWY 23, AMDT 11...CIRCLING CATS A/B/C MDA 580/HAA 515. TEMPORARY DRILLING RIG 216 MSL 1.25 NM NE OF RWY 23. TEMPORARY DRILLING RIG 216 MSL 2.12 NM NE OF RWY 5.

FDC 8/5431 SCC FI/T DEADHORSE, DEADHORSE, AK. RNAV (GPS) RWY 23, AMDT 1...LNAV/VNAV DA 558/HAT 495 ALL CATS. VISIBILITY RVR 6000 ALL CATS. CIRCLING CATS A/B/C MDA 580/HAA 515. TEMPORARY DRILLING RIG 216 MSL 1.2 NM NE OF RWY 23.

FDC 8/5430 SCC FI/T DEADHORSE, DEADHORSE, AK. VOR/DME RWY 23, AMDT 4...S-23 MDA 520/HAT 457 ALL CATS. VISIBILITY CATS A/B 4000. CIRCLING CATS A/B/C MDA 580/HAA 515 . FOR INOPERATIVE MALSR, INCREASE S-23 CAT A/B VISIBILITY TO RVR 5000. TEMPORARY DRILLING RIG 216 MSL 1.2NM NE OR RWY 23.

EEK

Eek

FDC 8/2380 EEK FI/P EEK, EEK, AK. RNAV (GPS) RWY 35, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 35, ORIG-A.

EGEGIK

Egegik

FDC 8/5336 EII FI/P EGEGIK, EGEGIK, AK. RNAV (GPS) RWY 30, AMDT 1...ALTERNATE MINIMUMS STANDARD. THIS IS RNAV (GPS) RWY 30, AMDT 1A.

FAIRBANKS

Fairbanks Intl

FDC 8/2568 FAI FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS OR LOC RWY 19R, AMDT 21B...TERMINAL ROUTE FROM CHENA (CUN) NDB TO FOX (FOX) NDB USE CUN BEARING 321.

FDC 7/8845 FAI FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS RWY 1L, AMDT 7...ILS RWY 1L (CAT II), AMDT 7...ILS RWY 1L (CAT III), AMDT 7...TERMINAL ROUTE CHENA (CUN) NDB TO CACHE INT BEARING 222 DEGREES. PROCEDURE TURN OUTBOUND COURSE 145 DEGREES, INBOUND COURSE 325 DEGREES. CACHE INT OUTBOUND COURSE 190 DEGREES. FINAL APPROACH COURSE INBOUND 010 DEGREES.

GALBRAITH LAKE

Galbraith Lake

FDC 8/0314 GBH FI/T GALBRAITH LAKE, GALBRAITH LAKE, AK. (SPECIAL) MLS RWY 12, AMDT 2...TRANSITION FROM ARTIC TO GALBRAITH NDB (GBH) NA, EXCEPT FOR RNAV EQUIPPED AIRCRAFT.

FDC 8/0238 GBH FI/T GALBRAITH LAKE, GALBRAITH LAKE, AK. (SPECIAL) MLS RWY 12, AMDT 1...(SPECIAL) NDB/DME RWY 12, AMDT 2...INCREASE ALL MAGNETIC HEADINGS, COURSES, AND BEARINGS FOR CQR NDB, GLM MLS, AND GBH NDB SEVEN DEGREES.

GALENA

Edward G. Pitka Sr

FDC 8/6636 GAL FI/T EDWARD G. PITKA, SR, GALENA, AK. VOR/DME OR TACAN RWY 7, AMDT 6B...TACAN PORTION NA.

GUSTAVUS

Gustavus

FDC 8/6665 GST FI/T GUSTAVUS, GUSTAVUS, AK. RNAV (GPS) Z RWY 29, ORIG...RNAV (GPS) Y RWY 29, ORIG...LNAV: MDA 500/HAT 470 ALL CATS.

HOONAH

Hoonah

FDC 8/9856 HNH FI/T HOONAH, HOONAH, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCES FROM RUNWAY 5/23 TO RUNWAY 6/24.

FDC 8/9855 HNH FI/T HOONAH, HOONAH, AK. RNAV (GPS) RWY 23, ORIG...CHANGE ALL REFERENCES FROM RUNWAY 5/23, TO RUNWAY 6/24.

HOOPER BAY

Hooper Bay

FDC 8/0052 HPB FI/T HOOPER BAY, HOOPER BAY, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 13, MOBILE CRANE 527 FEET FROM DEPARTURE END OF RUNWAY, 144 FEET RIGHT OF CENTERLINE, 80 AGL/114 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0051 HPB FI/T HOOPER BAY, HOOPER BAY, AK. VOR/DME RWY 31, ORIG-A...S-31 MDA 380/HAT 367 ALL CATS. MOBILE CRANE 114 MSL 549 FEET S OF RWY 31.

FDC 8/0050 HPB FI/T HOOPER BAY, HOOPER BAY, AK. RNAV (GPS) RWY 31, ORIG-A...LNAV MDA 380/HAT 367 ALL CATS. MOBILE CRANE 114 MSL 549 FEET S OF RWY 31.

IGIUGIG

Igiugig

FDC 8/9748 IGG FI/P IGIUGIG, IGIUGIG, AK. RNAV (GPS) RWY 5, ORIG-A...ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 5, ORIG-B.

ILIAMNA

Iliamna

FDC 7/1325 ILI FI/T ILIAMNA, ILIAMNA, AK. RNAV (GPS) RWY 7, AMDT 2...AIRPORT ELEVATION 192. TDZ ELEVATION 192. LNAV MDA: HAT 448 ALL CATS. CIRCLING: HAA 488 CATS A/B, HAA 508 CAT C, MDA 760/HAA 568 CAT D.

JUNEAU

Juneau Intl

FDC 8/6525 JNU FI/P JUNEAU INTL, JUNEAU, AK. CUSHI FOUR DEPARTURE (CUSHI4.CUSHI)...CORRECT BRG FROM CUSHI TO BURWASH (DB) NDB TO READ 302 VICE 306. CORRECT BRG FROM ASORT TO YUKUTAT (YAK) VOR/DME TO READ 273 VICE 279.

KETCHIKAN

Ketchikan Intl

FDC 8/9294 KTN FI/T KETCHIKAN INTL, KETCHIKAN, AK. (SPECIAL) VOR/DME A, AMDT 1...PROCEDURE NA.

FDC 8/0240 KTN FI/T KETCHIKAN INTL, KETCHIKAN, AK. (SPECIAL) NDB/DME OR GPS RWY 11, ORIG...(SPECIAL) ILS/DME 2 RWY 11, AMDT 6... (SPECIAL) RNAV (GPS) C, ORIG...(SPECIAL) VOR/DME OR GPS A, ORIG...PROCEDURE NA.

FDC 8/0233 KTN FI/T KETCHIKAN INTL, KETCHIKAN, AK. (SPECIAL) RNAV (RNP) RWY 11, AMDT 4A...THRESHOLD ELEVATION 81.5 FEET, TDZ ELEVATION 87.8 FEET S-RNP 0.3/VNAV DA 1289/HAT 1201 ALL CATS. VIS 3 1/2 ALL CATS S-RNP 0.2/VNAV DA 1164/HAT 1076 ALL CATS. VIS 3 ALL CATS S-RNP 0.15/VNAV DA 568/HAT 480 ALL CATS. VIS 1 1/2 ALL CATS CIRCLING N/A ALL CATS.

FDC 8/0231 KTN FI/T KETCHIKAN INTL, KETCHIKAN, AK. (SPECIAL) RNAV (RNP) RWY 29, AMDT 4B...THRESHOLD ELEV 89.4 FEET, TDZ ELEVATION 89.4 FEET S-RNP 0.3/VNAV DA 668/HAT 579 ALL CATS. VIS 2 ALL CATS S-RNP 0.2/VNAV DA 543/HAT 454 ALL CATS. VIS 1 3/4 ALL CATS S-RNP 0.15/VNAV DA 519/430 ALL CATS. VIS 1 1/2 ALL CATS CIRCLING N/A ALL CATS.

KING SALMON

King Salmon

FDC 8/0833 AKN FI/P KING SALMON, KING SALMON, AK. ILS OR LOC/DME RWY 12, AMDT 17...CORRECT PROFILE VIEW BY ADDING AKN VORTAC AS POINT PROCEDURE TURN IS BASED UPON AND RELOCATING THE FAF, KINGE / I-AKN 6.5 DME, SO THAT IT IS DEPICTED PRIOR TO THE VORTAC ON THE INBOUND LEG.

MANOKOTAK

Manokotak

FDC 8/2390 MBA FI/T MANOKOTAK, MANOKOTAK, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

FDC 8/2388 MBA FI/T MANOKOTAK, MANOKOTAK, AK. RNAV (GPS) A, ORIG-A...PROCEDURE NA.

NAPAKIAK

Napakiak

FDC 8/0730 WNA FI/T NAPAKIAK, NAPAKIAK, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA AT NIGHT.

FDC 8/0728 WNA FI/T NAPAKIAK, NAPAKIAK, AK. RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 34, ORIG...PROCEDURE NA AT NIGHT.

PROSPECT CREEK

Prospect Creek

FDC 8/0227 PPC FI/T PROSPECT CREEK, PROSPECT CREEK, AK. (SPECIAL) NDB RWY 36, ORIG...SDF RWY 36, AMDT 2...VOR/DME OR GPS A, AMDT 4...PROCEDURE NA.

RED DOG

Red Dog

FDC 8/0239 DGG FI/T RED DOG, RED DOG, AK. (SPECIAL) GPS RWY 2, ORIG...NDB RWY 2, AMDT 3...NDB/DME RWY 2, ORIG...PROCEDURE NA.

SHAGELUK

Shageluk

FDC 8/0631 SHX FI/T SHAGELUK, SHAGELUK, AK. RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 34, ORIG...PROCEDURE NA AT NIGHT.

SHISHMAREF

Shishmaref

FDC 8/4476 SHH FI/T SHISHMAREF, SHISHMAREF, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS 5, 23 STANDARD. NOTE: RWY 23, TOWER, 236 FEET FROM DEPARTURE END, 561 FEET LEFT OF CENTERLINE, 40 FEET AGL/56 FEET MSL.

ST MARY'S

St Mary's

FDC 8/2209 KSM FI/T ST MARY S, ST MARY S, AK. RNAV (GPS) Z RWY 35, ORIG...LPV DA NA LNAV/VNAV DA NA.

FDC 8/2208 KSM FI/T ST MARY S, ST MARY S, AK. RNAV (GPS) Z RWY 17, ORIG...LPV DA NA LNAV/VNAV DA NA.

TANANA

Ralph M Calhoun Memorial

FDC 8/4347 TAL FI/T RALPH M CALHOUN MEML, TANANA, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 7, STANDARD WITH A MINIMUM CLIMB OF 410 FEET PER NM TO 1200, OR 2100-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. RWY 25, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 270 FEET PER NM TO 600. DEPARTURE PROCEDURES: RWY 7, CLIMBING RIGHT TURN TO 5000 VIA HEADING 090 TO INTERCEPT BCC NDB 078 BEARING, EXPECT FURTHER CLEARANCE FROM ATC OR CLIMB IN VISUAL CONDITIONS TO CROSS RALPH M. CALHOUN MEMORIAL AT OR ABOVE 2300 BEFORE PROCEEDING ON COURSE. RWY 25, CLIMB TO 5000 DIRECT BCC NDB AND CLIMBING LEFT TURN VIA BCC NDB 078 BEARING, EXPECT FURTHER CLEARANCE FROM ATC. TAKEOFF OBSTACLE NOTES: NOTE: RWY 7, TREES BEGINNING 8921 FEET FROM DER, 1698 FEET LEFT OF CENTERLINE, UP TO 60 FEET AGL/909 FEET MSL. NOTE: RWY 25, TREES BEGINNING 6898 FROM DER, 1156 FEET RIGHT OF CENTERLINE, UP TO 60 FEET AGL/459 FEET MSL.

FDC 8/0222 TAL FI/T RALPH M CALHOUN MEML, TANANA, AK. VOR/DME RWY 7 AMDT 2...ADD PLANVIEW NOTE: RADAR REQUIRED.

WRANGELL

Wrangell

FDC 8/2598 WRG FI/T WRANGELL, WRANGELL, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 28 TEMPORARY CRANE 1108 FEET FROM DEPARTURE END OF RUNWAY 28, 721 FEET LEFT OF CENTERLINE, 115 FEET AGL/133 FEET MSL.

YAKUTAT

Yakutat

FDC 8/7878 YAK FI/P YAKUTAT, YAKUTAT, AK. RNAV (GPS) RWY 29, AMDT 2...LPV DA 305 / HAT 279 ALL CATS. TAA: FROM 112/11 CW 277/11 TO CIMUF (IF/IAF) 3600. THIS IS RNAV (GPS) RWY 29, AMDT 2A.

ARIZONA

BULLHEAD CITY

Laughlin/Bullhead Intl

FDC 7/8629 IFP FI/T LAUGHLIN/BULLHEAD INTL, BULLHEAD CITY, AZ. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

CHANDLER

Chandler Muni

FDC 8/9569 CHD FI/T CHANDLER MUNI, CHANDLER, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE...ADD NOTES: RWY 22L, CRANE 4588FT FROM DEPARTURE END OF RWY, 635FT RIGHT OF CENTERLINE, 210FT AGL/1435FT MSL. RWY 22R CRANE 2860FT FROM DEPARTURE END OF RUNWAY, 64FT LEFT OF CENTERLINE, 210FT AGL/1435FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/5711 CHD FI/T CHANDLER MUNI, CHANDLER, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 22L, 22R, 300-2. TEMPORARY CRANE 2285 FEET FROM DEPARTURE END OF RWY 22R, 80 FEET RIGHT OF CENTERLINE, 200 AGL/1418 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/5029 CHD FI/T CHANDLER MUNI, CHANDLER, AZ. RNAV (GPS) RWY 4R, ORIG-A...LNAV MDA 1840/HAT 600 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 1920/HAA 677 ALL CAT VIS CAT C 2. TEMPORARY CRANE LOCATED 3444 FEET NORTHEAST OF RWY 4R, 1507 FEET LEFT OF RWY CENTERLINE. VDP NA.

FDC 8/5028 CHD FI/T CHANDLER MUNI, CHANDLER, AZ. VOR RWY 4R, ORIG-A...S-4R MDA 1800/HAT 560 ALL CATS, VIS CAT C 1 1/2. CIRCLING MDA 1920/HAA 677 ALL CATS, VIS CAT C 2. TEMPORARY CRANE LOCATED 3444 FEET NORTHEAST OF RWY 4R, 1507 FEET LEFT OF RWY CENTERLINE. VDP NA.

FDC 8/5027 CHD FI/T CHANDLER MUNI, CHANDLER, AZ. NDB RWY 4R, ORIG-B...S-4R MDA 1940/HAT 700 ALL CATS, VIS CAT C 2. CIRCLING 1940/HAA 697 ALL CATS, VIS CAT C 2. TEMPORARY CRANE LOCATED 3444 FEET NORTHEAST OF RWY 4R, 1507 FEET LEFT OF RWY CENTERLINE.

FORT HUACHUCA SIERRA VISTA

Sierra Vista Muni-Libby AAF

FDC 8/3344 FHU FI/T SIERRA VISTA MUNI-LIBBY AAF, FORT HUACHUCA/SIERRA VISTA, AZ. RADAR-1, AMDT 4...ASR 26: MDA 4960/HAT 331 ALL CATS. VISIBILITY CAT E 1 1/4. CIRCLING: MDA 5440/HAA 721 ALL CATS. VISIBILITY CAT A/B 1, CAT C 2, CAT D 2 1/4, CAT E 2 1/2.

GLENDALE

Glendale Muni

FDC 8/1148 GEU FI/T GLENDALE MUNI, GLENDALE, AZ. RNAV (GPS) RWY 1, ORIG-A...LNAV/VNAV: DA 1579/HAT 530 ALL CATS. VIS 2 ALL CATS. LNAV: MDA 1600/HAT 551 ALL CATS. CAT C VIS 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1700/HAA 629 ALL CATS. VIS CAT C 1 3/4. NOTE: TEMPORARY CRANE 1335 MSL 4728 FEET SOUTHEAST OF RWY 01. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PHOENIX SKY HARBOR INTL ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET.

FDC 8/1147 GEU FI/T GLENDALE MUNI, GLENDALE, AZ. RNAV (GPS) RWY 19, AMDT 1...CIRCLING: MDA 1700/HAA 629 ALL CATS. VIS CAT C 1 3/4 TEMPORARY CRANE 1335 MSL 4228 FEET SOUTHEAST OF RWY 01.

LAKE HAVASU CITY

Lake Havasu City

FDC 8/1082 HII FI/T LAKE HAVASU CITY, LAKE HAVASU CITY, AZ. VOR/DME OR GPS A, ORIG-C...LONDN (FAF) ALTITUDE 4000 CIRCLING MDA 3800/HAA 3017 ALL CATS. ALTERNATE MINIMUMS: CATS A/B 3100-2, CATS C/D 3100-3 REMOVE ALL REFERENCES TO STEPDOWN FIX (EED 10 DME).

MESA

Falcon Fld

FDC 8/6321 FFZ FI/T FALCON FLD, MESA, AZ. GPS RWY 4R, ORIG...S-4R MDA 1880/HAT 499 CATS A/B/C. CIRCLING CATS A/B/C MDA 2040/HAA 648. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: S-4R MDA 1940/HAT 559 CATS A/B/C. CIRCLING CATS A/B/C MDA 2100/HAA 708. TEMPORARY CRANE 1674 MSL 1.1 NM NE OF RWY 4R.

FDC 8/6320 FFZ FI/T FALCON FLD, MESA, AZ. NDB OR GPS A, ORIG...CIRCLING CATS A/B/C MDA 2040/HAA 648. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: CIRCLING CATS A/B/C MDA 2100/HAA 708. TEMPORARY CRANE 1674 MSL 1.1 NM NE OF RWY 4R.

PHOENIX

Phoenix Sky Harbor Intl

FDC 8/3648 PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 25L ASDE-X EQUIPMENT 411 FEET FROM DEPARTURE END OF RUNWAY, 531 FEET LEFT OF CENTERLINE, 29 FEET AGL/1135 FEET MSL. RWY 26 ASDE-X EQUIPMENT 897 FEET FROM DEPARTURE END OF RUNWAY, 413 FEET RIGHT OF CENTERLINE, 35 FEET AGL/1141 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0930 PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ILS OR LOC RWY 7R, AMDT 1C...ILS OR LOC RWY 8, ORIG-A...ILS OR LOC RWY 26, ORIG-B...ILS OR LOC RWY 25L, AMDT 1B...ILS OR LOC RWY 7L, AMDT 10B...MSA FROM PXR VORTAC 100-190 4800, 190-340 5800, 340-100 6200.

FDC 7/6457 PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. RNAV (GPS) RWY 25L, ORIG-B...LNAV MDA 1880/HAT 754 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA CAT A/B/C 1880/HAA 745. VISIBILITY CAT B 1 1/4, CAT C 2 1/4. VDP NA FOR INOPERATIVE MALSR, INCREASE LNAV CAT A VISIBILITY TO 1 MILE. ALTERNATE MINIMUM CAT C 800-2 1/4 1579 MSL TEMPORARY CRANE 2.6 NM EAST OF RWY 25L.

FDC 7/6426 PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7L 500 - 3 OR STANDARD WITH A MINIMUM CLIMB OF 259 FEET PER NM TO 1800. RWY 7R STANDARD WITH A MINIMUM CLIMB OF 227 FEET PER NM TO 1800. ALL OTHER DATA REMAINS AS PUBLISHED. NOTE: RWY 7L, TEMPORARY CRANE 2.6 NM FROM DEPARTURE END OF RWY 7L, 2054 FEET RIGHT OF CENTERLINE, 420 FEET AGL/1579 FEET MSL.

Phoenix-Mesa Gateway

FDC 8/8379 IWA FI/T PHOENIX-MESA GATEWAY, PHOENIX, AZ. RNAV (GPS) RWY 30L, ORIG...LNAV MDA MDA 1800/HAT 427 ALL CATS. VIS CAT C 1 1/4, CAT D/E 1 1/2. PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS LNAV MDA MDA 1880/HAT 507 ALL CATS. VIS CAT C 1 1/2, CAT E 1 3/4. VDP 1.17 NM TO RW30L. POWER POLE 1489 MSL 1.97 NM SE OF RWY 30L.

FDC 8/8378 IWA FI/T PHOENIX-MESA GATEWAY, PHOENIX, AZ. VOR OR TACAN RWY 30C, AMDT 1B...DME MINIMUMS S-30C MDA 1800/HAT 420 ALL CATS. VIS CAT C/D 1 1/4, CAT E 1 1/2. SIDESTEP RWY 30R MDA 1800/HAT 418 ALL CATS. POWER POLE 1489 MSL 1.73 NM SE OF RWY 30C.

FDC 8/8377 IWA FI/T PHOENIX-MESA GATEWAY, PHOENIX, AZ. ILS RWY 30C, AMDT 2A...DME MINIMUMS S-LOC 30C MDA 1800/HAT 420 ALL CATS. VIS CAT C/D 1 1/4, CAT E 1 1/2. POWER POLE 1489 MSL 1.73 NM SE OF RWY 30C.

SCOTTSDALE

Scottsdale

FDC 8/9584 SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. VOR OR GPS A, AMDT 2A...CIRCLING MDA 2960 / HAA1450 ALL CATS. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: CIRCLING MDA 3040 / HAA 1530 ALL CATS. FIELD ELEVATION 1520.ALTERNATE MINIMUMS CATS A/B/C 1500-3. HOLD S PXR VORTAC, LT, 343 INBOUND, 4200 FT. IN LIEU OF PT(IAF).

FDC 8/1568 SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 3, 400- 3/4 WITH A MINIMUM CLIMB OF 440 FEET PER NM TO 4000, OR 3100-3 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. RWY 3, TEMPORARY CRANE 3015 FEET FROM DEPARTURE END OF RUNWAY, 155 FEET LEFT OF CENTERLINE, 270 AGL/1811 MSL.

FDC 8/1565 SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. RNAV (GPS) D, ORIG...CIRCLING MDA 2180/HAA 670 ALL CATS. VISIBILITY CAT A/B 1 1/4, CAT C 1 3/4. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: CIRCLING MDA 2260/HAA 750 ALL CATS. VISIBILITY CAT A/B 1 1/4, CAT C 2 1/4. TEMPORARY CRANE 1811 MSL 3019 FEET NE OF RWY 21.

SPRINGERVILLE

Springerville Muni

FDC 8/2664 D68 FI/T SPRINGERVILLE MUNI, SPRINGERVILLE, AZ. GPS RWY 21, ORIG...S-21 MINIMUMS NA. CIRCLING HAA CAT A 505, CAT B 605. AIRPORT ELEVATION 7055.

TUCSON

Ryan Field

FDC 8/6619 RYN FI/T RYAN FIELD, TUCSON, AZ. NDB/DME OR GPS RWY 6R, AMDT 1A...PROCEDURE NA CATS C/D. LIMIT MISSED APPROACH HOLDING AIRSPEED TO 175 KIAS.

FDC 7/6062 RYN FI/T RYAN FIELD, TUCSON, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWYS 6L, 15, 24R, 33: PROCEDURE NA. RWY 6R, CLIMBING LEFT TURN TO 5000 VIA HEADING 276 AND 306 BEARING FROM RYN NDB, THEN EXPECT RADAR VECTORS. DO NOT EXCEED 150 KIAS UNTIL ESTABLISHED ON 306 BEARING FROM RYN NDB. PROCEDURE NA CATS C/D. RWY 24L, CLIMBING RIGHT TURN TO 5000 VIA HEADING 336 AND 306 BEARING FROM RYN NDB, THEN EXPECT RADAR VECTORS. NOTE: RWY 6R, BUSH 165 FEET FROM DER 365 FEET LEFT OF CENTERLINE, 6 FEET AGL/2408 FEET MSL. MULTIPLE BUSHES BEGINNING 331 FEET FROM DER 293 FEET RIGHT OF CENTERLINE, UP TO 22 FEET AGL/2428 FEET MSL. NOTE: RWY 24L, BUSH 281 FEET FROM DER 461 FEET LEFT OF CENTERLINE, 12 FEET AGL/2410 FEET MSL, WINDSOCK 280 FEET FROM DER 248 FEET RIGHT OF CENTERLINE, 10 FEET AGL/2408 FEET MSL, TREE 1401 FEET FROM DER 724 FEET RIGHT OF CENTERLINE, 36 FEET AGL/2434 FEET MSL. RADAR AND ADF REQUIRED.

ARKANSAS

CAMDEN

Harrell Field

FDC 8/0884 CDH FI/T HARRELL FIELD, CAMDEN, AR. VOR/DME RWY 36, AMDT 9...PROCEDURE NA.

FLIPPIN

Marion County Rgnl

FDC 8/9605 FLP FI/P MARION COUNTY REGIONAL, FLIPPIN, AR. VOR/DME RNAV OR GPS RWY 22, ORIG.CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HARRISON ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET. INCREASE CAT C VISIBILITIES 1/2 MILE. MSA FROM HAIRM 3500 THIS IS VOR/DME RNAV OR GPS RWY 22, ORIG-A.

FDC 8/9604 FLP FI/P MARION COUNTY REGIONAL, FLIPPIN, AR. VOR OR GPS A, AMDT 13.CIRCLING MDA 1620/HAA 901 ALL CATS. VIS CATS A/B 1 1/4. CAT C 2 3/4. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HARRISON ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET. INCREASE VISIBILITIES CAT B/C 1/4 MILE CHART MSA FROM FLP VOR/DME 360-360 3300. THIS IS VOR OR GPS -A, AMDT 13A.

HEBER SPRINGS

Heber Springs Muni

FDC 8/3542 HBZ FI/T HEBER SPRINGS MUNI, HEBER SPRINGS, AR. RNAV (GPS) RWY 23, ORIG...BATESVILLE RGNL ALTIMETER SETTING MINIMUMS LNAV MDA CAT C HAT 708.

HOT SPRINGS

Memorial Field

FDC 8/7659 HOT FI/T MEMORIAL FIELD, HOT SPRINGS, AR. ILS OR LOC RWY 5, AMDT 15...RNAV (GPS) RWY 5, AMDT 1...ZAPLE VOR RWY 5, AMDT 4A...CIRCLING CATS B/C/D MDA 1140/HAA 600.

LITTLE ROCK

Adams Field

FDC 8/6151 LIT FI/P ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25B...FINAL APPROACH COURSE 044.51. TERMINAL ROUTE WORMI/I-LIT 11 DME TO LASKY LOM/INT/I-LIT 4.5 DME, 044.51. PROCEDURE TURN OUTBOUND COURSE 224.51. THIS IS ILS OR LOC RWY 4L, AMDT 25C.

FDC 8/6150 LIT FI/P ADAMS FIELD, LITTLE ROCK, AR. VOR A, ORIG-A...CHART PROCEDURE TURN OUTBOUND, 2500 FT WITHIN 10NM OF LITTLE ROCK (LIT) VORTAC. THIS IS VOR A, ORIG-B.

FDC 8/3517 LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4R, AMDT 2...CIRCLING CAT A MDA 880/HAA 618, CATS B/C MDA 920/HAA 658, CAT D MDA 1180/HAA 918. OGRAY FIX MINIMUMS: CIRCLING CAT A MDA 780/HAA 518, CATS B/C MDA 920/HAA 658, CAT D MDA 1180/HAA 918. AIRPORT ELEVATION 262. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

FDC 8/3513 LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS RWY 22R, AMDT 1...CIRCLING CATS B/C MDA 920/HAA 658. ALTERNATE MINIMUMS: ILS CAT B 700-2. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

FDC 8/3510 LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25B...CIRCLING CATS B/C MDA 920/HAA 658. DME MINIMUMS: CIRCLING CATS B/C MDA 920/HAA 658. ALTERNATE MINIMUMS: ILS CAT B 700-2. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

FDC 8/3508 LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. LOC RWY 22L, ORIG...RNAV (GPS) RWY 4L, ORIG...RNAV (GPS) RWY 4R, ORIG...RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 22L, ORIG-A...RNAV (GPS) RWY 22R, ORIG-B...RNAV (GPS) RWY 36, ORIG...VOR A, ORIG-A...RADAR-1, AMDT 17...CIRCLING CATS B/C MDA 920/HAA 658. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

FDC 8/0211 LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS RWY 22R AMDT 1...ILS RWY 22R (CAT II) AMDT 1...ILS RWY 22R (CAT III) AMDT 1...PROCEDURE TURN OUTBOUND COURSE 045. TERMINAL ROUTE DUMPI INT/I-AAY 18.9 DME TO HIGHS/I-AAY 11.7 DME, 225 DEGREES. TERMINAL ROUTE HIGHS/I-AAY 11.7 DME TO SHERR OM/INT/I-AAY 5.5 DME, 225 DEGREES. FINAL APPROACH COURSE 225.

FDC 7/3379 LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 18: 200-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 227 FEET PER NM TO 600. RWY 22R: 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 317 FEET PER NM TO 600. RWY 36: STANDARD WITH A MINIMUM CLIMB OF 223 FEET PER NM VIA HEADING 359.51 TO 900 BEFORE TURNING ON COURSE. NOTE: RWY 18 , 459 MSL TREE 1.17 NM FROM DEPARTURE END OF RUNWAY 2112 FEET RIGHT OF CENTERLINE. NOTE: RWY 22R, 499 MSL TREE 1.49 NM FROM DEPARTURE END OF RUNWAY 2733 FEET LEFT OF CENTERLINE. NOTE: RWY 36, 564 MSL ANT ON OL BLDG 2346 FEET FROM DEPARTURE END OF RUNWAY 1.87 NM LEFT OF CENTERLINE.

MAGNOLIA

Magnolia Muni

FDC 6/6270 AGO FI/T MAGNOLIA MUNI, MAGNOLIA, AR. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

MENA

Mena Intermountain Muni

FDC 8/5860 MEZ FI/P MENA INTERMOUNTAIN MUNI, MENA, AR. ILS OR LOC RWY 27, AMDT 1...S-ILS 27 CEILING 400, VIS 1 1/2 ALL CATS. S-LOC 27 MDA 1660/HAT 602 ALL CATS, VIS CAT C 1 3/4. CHART VDP AT 1.8 MILES TO THLD/I-VMU 2.9 DME, DISTANCE FAF TO VDP 3.9 MILES. CHANGE MISSED APPROACH TO READ: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3600 DIRECT FENCH LOM/I-VMU 6.9 DME AND HOLD. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT SMITH RGNL ALTIMETER SETTING AND INCREASE ALL DA 197 FEET, ALL MDA 200 FEET, INCREASE S-ILS 27 VISIBILITIES 1/2 MILE, S-LOC 27 CAT B VISIBILITY 1/4 MILE CAT C VISIBILITY 1/2 MILE AND CIRCLING CAT A/B 1/4 MILE. THIS IS ILS OR LOC RWY 27, AMDT 1A.

MOUNTAIN HOME

Ozark Rgnl

FDC 8/3403 BPK FI/T OZARK REGIONAL, MOUNTAIN HOME, AR. ILS OR LOC/DME RWY 5, ORIG...DELETE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/3402 BPK FI/T OZARK REGIONAL, MOUNTAIN HOME, AR. RNAV (GPS) RWY 5, ORIG...DELETE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

FDC 7/6483 BPK FI/T OZARK REGIONAL, MOUNTAIN HOME, AR. VOR A, AMDT 9C...MSA FROM FLP VOR/DME 180-270 3300, 270-180 3100.

NEWPORT

Newport Muni

FDC 8/6013 M19 FI/T NEWPORT MUNI, NEWPORT, AR. VOR/DME RWY 18, AMDT 3...MSA FROM WALNUT RIDGE (ARG) VORTAC 30 NM 360-360 3100.

OSCEOLA

Osceola Muni

FDC 8/2923 7M4 FI/T OSCEOLA MUNI, OSCEOLA, AR. NDB OR GPS RWY 19, ORIG-B...NDB PORTION NA.

OZARK

Ozark-Franklin County

FDC 8/8895 7M5 FI/T OZARK-FRANKLIN COUNTY, OZARK, AR. VOR/DME OR GPS A, AMDT 3A...CIRCLING MDA 1500/ HAA 852 ALL CATS. VIS CAT C 2 1/2.

FDC 8/0831 7M5 FI/T OZARK-FRANKLIN COUNTY, OZARK, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4, TANK 637 FT FROM DEPARTURE END OF RUNWAY, 436 FT LEFT OF CENTERLINE, 68 FT AGL/728 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

TEXARKANA

Texarkana Rgnl-Webb Field

FDC 8/7692 TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 4, ORIG...LPV DA 709/HAT 349 ALL CATS. VISIBILITY 1 1/4 ALL CATS. TEMPORARY CRANE 2466 SSW OF THE APPROACH END RWY 4, 95 FT AGL/439 FT MSL (4D).

FDC 8/7691 TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 22, NA. TEMPORARY CRANE 2466 FT SSW OF APPROACH END RWY 4, 95 FT AGL/ 439 FT MSL.

WALNUT RIDGE

Walnut Ridge Rgnl

FDC 8/0844 ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. RNAV (GPS) RWY 22, ORIG-A...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, HAA 561, VIS CAT A/B 1. THIS IS RNAV (GPS) RWY 22, ORIG-B.

FDC 8/0843 ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. VOR A, AMDT 16...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. THIS IS VOR A, AMDT 16A.

FDC 8/0842 ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. VOR/DME RWY 22, AMDT 13...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. TERMINAL ROUTE UGUSE TO YIWHY ALTITUDE 3100. TERMINAL ROUTE UMWIX TO YIWHY ALTITUDE 3100. THIS IS VOR/DME RWY 22, AMDT 13A.

FDC 8/0841 ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. LOC RWY 18, AMDT 3...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. THIS IS LOC RWY 18, AMDT 3A.

FDC 8/0840 ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. RNAV (GPS) RWY 36, ORIG...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. TERMINAL ARRIVAL AREAS AJIGE, QUIRT, AND GUBFO ALTITUDE 3100. TERMINAL ROUTES AJIGE, QUIRT TO GUBFO ALTITUDE 3100. MINIMUM HOLDING ALTITUDE AT GUBFO ALTITUDE 3100. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 36, ORIG-A.

FDC 8/0839 ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. RNAV (GPS) RWY 18, ORIG...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. TERMINAL ARRIVAL AREAS NIBKE AND ONKEW ALTITUDE 3100. MISSED APPROACH: CLIMB TO 3100 DIRECT GUBFO AND HOLD. THIS IS RNAV (GPS) RWY 18, ORIG-A.

CALIFORNIA

ARCATA/EUREKA

Arcata

FDC 8/9814 ACV FI/T ARCATA, ARCATA/EUREKA, CA. ILS RWY 32, AMDT 29B...CIRCLING CAT A MDA 620 / HAA 399. MSA FROM ACV VOR/DME 040-090 7200, 190-290 2300, 290-040 5900.

FDC 8/9813 ACV FI/T ARCATA, ARCATA/EUREKA, CA. ILS OR LOC/DME RWY 32, AMDT 1C...MSA FROM ACV VOR/DME 040-190 7200, 190-290 2300, 290-040 5900.

FDC 8/2413 ACV FI/T ARCATA, ARCATA/EUREKA, CA. VOR/DME RWY 1, AMDT 7B...CIRCLING CAT A MDA 620/HAA 399. MSA FROM ACV VOR/DME 040-190 7200, 190-290 2300, 290-040 5900.

FDC 8/2412 ACV FI/T ARCATA, ARCATA/EUREKA, CA. VOR RWY 14, AMDT 7B...S-14 MDA 720/HAT 513 ALL CATS. VIS CAT A/B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 720/HAA 499 CATS A/B/C. MSA FROM ACV VOR/DME 040-190 7200, 190-290 2300, 290-040 5900.

AVALON

Catalina

FDC 8/1026 AVX FI/T CATALINA, AVALON, CA. VOR OR GPS A, AMDT 4A...CIRCLING MDA 2520/HAA 918 CATS A/B. VISIBILITY CAT A 1 1/4. HOLD IN LIEU MINIMUM ALTITUDE 3400. MINIMUM ALTITUDE AT FAF 3100. MISSED APPROACH: CLIMBING LEFT TURN TO 3400 IN SXC VORTAC HOLDING PATTERN.

FDC 8/1025 AVX FI/T CATALINA, AVALON, CA. VOR/DME OR GPS B, AMDT 2B...CIRCLING MDA 2220/HAA 618 CATS A/B. ALTITUDE AT RIGLI AT OR ABOVE 2300. PROCEDURE TURN COMPLETION ALTITUDE 3400. MISSED APPROACH: CLIMB TO 3400 DIRECT SXC VORTAC AND HOLD.

CALIPATRIA

Cliff Hatfield Memorial

FDC 7/5345 CLR FI/T CLIFF HATFIELD MEMORIAL, CALIPATRIA, CA. RNAV (GPS) RWY 8, ORIG-A...PROCEDURE NA.

CAMARILLO

Camarillo

FDC 8/3664 CMA FI/T CAMARILLO, CAMARILLO, CA. VOR RWY 26, AMDT 5...S-26 MDA 1100/HAT 1025 CATS A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1100/HAA 1025 CATS A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. DME MINIMUMS NA ALTERNATE MINIMUMS: CATS A/B, 1100-2. CAT C 1100-3.

CARLSBAD

Mc Clellan-Palomar

FDC 8/7447 CRQ FI/T MC CLELLAN-PALOMAR, CARLSBAD, CA. ILS OR LOC RWY 24, AMDT 8C...CHART PROFILE NOTE: AUTOPILOT COUPLED APPROACHES NA BELOW 760 MSL.

FDC 8/6799 CRQ FI/T MC CLELLAN-PALOMAR, CARLSBAD, CA. ILS OR LOC RWY 24, AMDT 8C...S-ILS 24 DA 593/HAT 267 ALL CATS. S-LOC 24 MDA 1540/HAT 1214 ALL CATS. VIS CAT A/B RVR 6000, CAT C 2 1/2. CIRCLING MDA 1540/HAA 1209 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. ALTERNATE MINIMUMS: ILS AND LOC, CATS A/B 1300-2; CAT C 1300-3.

FDC 8/6786 CRQ FI/T MC CLELLAN-PALOMAR, CARLSBAD, CA. RNAV (GPS) RWY 24, AMDT 1...LPV DA 737/ HAT 411 CAT A/B/C.

CHICO

Chico Muni

FDC 8/9181 CIC PART 1 OF 2 FI/P CHICO MUNI, CHICO, CA. GPS RWY 13L, ORIG-A...S-13L MDA 640/HAT 400 ALL CATS, VISIBILITY 1 ALL CATS. CIRCLING CAT A MDA 640/HAA 400, CATS B/C MDA 700/HAA 460, CAT D MDA 800/HAA 560. 2.5 ATD TO RW13L: 3.04/52. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: DME/DME RNP -0.3 NA. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE S-13L CAT D VISIBILITY TO 1 1/4 MILE. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY CATS A/B/C. FOR INOPERATIVE MALSR INCREASE S-13L CAT D VISIBILITY TO 1 1/4 MILE. FOR INOPERATIVE MALSR WHEN USING RED BLUFF ALTIMETER SETTING; INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B. FOR INOPERATIVE MALSR INCREASE S-13L CAT C VISIBILITY TO 1 1/4. CHART APT ELEV 240. CHART TDZE 240. RED BLUFF ALTIMETER SETTING MINIMUMS: S-13L MDA 720/ HAT 480 ALL CATS. VISIBILITY 1 ALL CATS. CIRCLING CATS A/B/C MDA 720/HAA 480, CAT D MDA 800/HAA 560. END PART 1 OF 2.

FDC 8/3926 CIC FI/P CHICO MUNI, CHICO, CA. GPS RWY 31R, ORIG-B...S-31R MDA 640/HAT 414 ALL CATS. VISIBILITY CAT C 1 1/4. CIRCLING CAT A MDA 640/HAA 400, CATS B/C MDA 700/HAA 460, CAT D MDA 800/HAA 560. CHART APT ELEV 240. CHART TDZE 226. ALTERNATE MINIMUMS NA. RED BLUFF ALTIMETER SETTING MINIMUMS: S-31R MDA 720/ HAT 494 ALL CATS. CIRCLING CATS A/B/C MDA 720/HAA 480, CAT D MDA 800/HAA 560. THIS IS GPS RWY 31R, ORIG-C.

CHINO

Chino

FDC 6/3170 CNO FI/T CHINO, CHINO, CA. VOR OR GPS B, AMDT 3C...PROCEDURE NA.

CONCORD

Buchanan Field

FDC 8/9552 CCR FI/T BUCHANAN FIELD, CONCORD, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.TAKE-OFF MINIMUMS: RWY 19L, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 490 FEET PER NM TO 4000, OR 2200-3 FOR CLIMB IN VISUAL CONDITIONS. NOTE: RWY 19L, CRANE 1481 FEET FROM DEPARTURE END OF RWY, 183 FEET LEFT OF CENTERLINE, 100 AGL/122 MSL. TEMPORARY CRANE 1950 FEET FROM DEPARTURE END OF RUNWAY, 1020 FEET RIGHT OF CENTERLINE, 60 AGL/79 MSL. RWY 19R, TEMPORARY CRANE 968 FEET FROM DEPARTURE END OF RUNWAY, 521 FEET RIGHT OF CENTERLINE, 60 AGL/79 MSL.

FIREBAUGH

Firebaugh

FDC 8/9030 F34 FI/T FIREBAUGH, FIREBAUGH, CA. VOR/DME OR GPS A, AMDT 2B.CHANGE PXN VORTAC HOLDING FROM 5000 FEET TO 5100 FEET.

HAWTHORNE

Jack Northrop Field/Hawthorne Muni

FDC 8/9583 HHR FI/T JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 25, 300- 1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 365 FT PER NM TO 500. NOTE: RWY 25, TEMPORARY CRANE, 5959 FEET FROM DER, 1881 FEET RIGHT OF CENTERLINE, 198 AGL/281 MSL. ALL OTHER DATA REMAINS THE SAME.

LAKEPORT

Lampson Field

FDC 7/4931 1O2 FI/T LAMPSON FIELD, LAKEPORT, CA. NDB OR GPS A, ORIG-A...NDB PORTION NA.

FDC 7/4929 1O2 FI/T LAMPSON FIELD, LAKEPORT, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 28 NA.

LINCOLN

Lincoln Rgnl/Karl Harder Field

FDC 8/9427 LHM FI/T LINCOLN REGIONAL/KARL HARDER FIELD, LINCOLN, CA. GPS RWY 33, ORIG...S-33 MDA 800/HAT 679 ALL CATS, VISIBILITY CAT C 2, CAT D 2 1/4. CIRCLING MDA 800/HAA 679 ALL CATS, VISIBILITY CAT C 2, CAT D 2 1/4. TEMP CRANES 534 MSL/404 AGL, 3.93 NM FROM RWY THLD, 3765 FT RIGHT OF CENTERLINE.

LIVERMORE

Livermore Muni

FDC 8/9503 LVK FI/T LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R, AMDT 7A.S-ILS 25R DA 650/HAT 250 ALL CATS. VISIBILITY 3/4 ALL CATS. S-LOC 25R MDA 1060/HAT 660 ALL CATS. VISIBILITY CATS A/B 3/4, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1060/HAA 660, CAT D MDA 1100/HAA 700. VISIBILITY CAT C 1 3/4. ILS ALTERNATE MINIMUMS CATS A,B,C 700-2, CAT D 800-2 1/4. MISSED APPROACH: CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3000 DIRECT REIGA LOM, THEN VIA REIGA LOM 062 BEARING TO TRACY INT AND HOLD. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 25R. FOR INOPERATIVE MALSR, INCREASE S-LOC 25R CATS A/B VISIBILITY TO 1. VISIBILITY REDUCTION BY HELICOPTERS NA. AIRPORT ELEVATION: 400 TDZ ELEVATION: 400.

LOMPOC

Lompoc

FDC 8/0736 LPC FI/T LOMPOC, LOMPOC, CA. RNAV (GPS) RWY 25 ORIG...PROCEDURE NA.

LONG BEACH

Long Beach /Daugherty Field/

FDC 8/6395 LGB FI/P LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. ILS OR LOC RWY 30, AMDT 32C...S-ILS 30 DA 248/HAT 210 ALL CATS. S-LOC 30 MDA 500/HAT 462 ALL CATS. MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2600 VIA HEADING 200 AND LAX R-145 TO PADDR INT/LAX 21 DME AND HOLD. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 30, AMDT 32D.

FDC 8/4160 LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. RNAV (GPS) Z RWY 30, AMDT 1B...LPV DA MINIMUMS NA.

LOS ANGELES

Los Angeles Intl

FDC 8/0441 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 24R, AMDT 24...S-LOC 24R MDA 580/HAT 460 ALL CATS. VISIBILITY CAT D RVR 5000. MINIMUM ALTITUDE AT ARBIE 580 (ASTERISK). TEMPORARY CRANES 310 MSL 3 NM E OF RWY 24R.

MARINA

Marina Muni

FDC 7/5794 OAR FI/T MARINA MUNICIPAL, MARINA, CA. RNAV (GPS) RWY 29, ORIG...PROCEDURE NA.

FDC 7/5410 OAR FI/T MARINA MUNICIPAL, MARINA, CA. VOR/DME RWY 29, ORIG...PERBE TO RW29: 3.50 DEGREES, TCH 40. S-29 CATS A/B MDA 660/HAT 523, CATS C/D NA. CIRCLING CAT A MDA 680/HAA 543, CAT B MDA 720/HAA 583, CATS C/D NA. TDZE 137 MSL APT ELEV 137 MSL.

MERCED

Castle

FDC 8/5214 MER FI/T CASTLE, ATWATER, CA. GPS RWY 13, ORIG-A...S-13 MDA 600/HAT 409 ALL CATS, VIS CATS A/B/C 3/4. CIRCLING CAT A MDA 640/HAA 449, CATS B/C MDA 660/HAA 469, CAT D MDA 760/HAA 569. TDZE 191 AND AIRPORT ELEVATION 191. FOR INOPERATIVE ALSF-1 INCREASE CATS A/B VISIBILITY TO 1.

FDC 8/5213 MER FI/T CASTLE, ATWATER, CA. GPS RWY 31, ORIG-A...S-31 MDA 640/HAT 459 ALL CATS. CIRCLING MDA 640/HAA 449 CAT A, CATS B/C MDA 660/HAA 469, CAT D MDA 760/HAA 569. AIRPORT ELEVATION 191. TDZE 181.

FDC 8/5212 MER FI/T CASTLE, ATWATER, CA. VOR/DME RWY 31, ORIG-A...S-31 HAT 499 ALL CATS. CIRCLING CATS A/B/C HAA 489, CAT D MDA 760/HAA 569. TDZE 181, AIRPORT ELEVATION 191.

FDC 8/5211 MER FI/T CASTLE, ATWATER, CA. ILS OR LOC/DME RWY 31, AMDT 1...S-ILS 31 DA 381 ALL CATS. S-LOC 31 HAT 399 ALL CATS. CIRCLING CAT A MDA 640/HAA 449, CATS B/C MDA 660/HAA 469, CAT D MDA 760/HAA 569. AIRPORT ELEVATION 191. TDZE 181.

MOJAVE

Mojave

FDC 8/2397 MHV FI/T MOJAVE, MOJAVE, CA. GPS RWY 4, ORIG...GPS RWY 22, ORIG...LOCAL ALTIMETER SETTING NOT AUTHORIZED. USE EDWARDS AFB ALTIMETER SETTING.

MOUNTAIN VIEW

Moffett Federal Afld

FDC 8/0570 NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. TACAN RWY 32L, ORIG...CIRCLING CATS A/B/C/D MDA 660/HAA 628. VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 307 MSL 3163 FEET E OF RWY 32L.

FDC 8/0569 NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. LOC/DME RWY 14L, ORIG...CIRCLING MDA 660/HAA 628 ALL CATS. VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 307 MSL 1.7 NM SE OF RWY 14L.

FDC 8/0568 NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. ILS OR LOC/DME RWY 32R, ORIG...TACAN RWY 32R, ORIG...CIRCLING CATS A/B/C/D MDA 660/HAA 628. VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 307 MSL 2611 FEET E OF RWY 32R.

FDC 5/1871 NUQ FI/T MOFFETT FEDERAL AFLD, MOUNTAIN VIEW, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOT AUTHORIZED.

OAKLAND

Metropolitan Oakland Intl

FDC 8/5374 OAK FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. RNAV (GPS) RWY 11 ORIG-A...LNAV/VNAV: DECISION ALTITUDE 332/HAT 323. VISIBILITY 5000 ALL CATS.

ONTARIO

Ontario Intl

FDC 8/8272 ONT FI/T ONTARIO INTL, ONTARIO, CA. ILS RWY 26R, AMDT 3...SIDE STEP RWY 26L VIS CAT C 1 3/4, CAT D 2. CIRCLING VIS CAT C 1 3/4. DME MINIMUMS S-LOC 26R CAT C VIS RVR 4000. MISSED APPROACH: CLIMB TO 1700, THEN CLIMBING LEFT TURN TO 5000 DIRECT HDF VOR AND HOLD SE, RT, 315 DEGREES INBOUND.

OXNARD

Oxnard

FDC 8/4441 OXR FI/T OXNARD, OXNARD, CA. RNAV (GPS) RWY 7, ORIG...LNAV MDA 520/HAT 483 CATS A/B/C. CIRCLING CAT C MDA 580/HAA 535. TEMPORARY CRANE 214 MSL, 1.6 NM W OF RWY 7.

FDC 8/4440 OXR FI/T OXNARD, OXNARD, CA. RNAV (GPS) RWY 25, ORIG...LOC RWY 25, ORIG...VOR RWY 25, AMDT 9A...CIRCLING CAT C MDA 580/HAA 535. TEMPORARY CRANE 214 MSL 2.5 NM W OF RWY 25.

PALMDALE

Palmdale Rgnl/Usaf Plant 42

FDC 8/3865 PMD FI/T PALMDALE REGIONAL/USAF PLANT 42, PALMDALE, CA. RNAV (GPS) RWY 25, ORIG-A...LNAV MDA 2900/397 HAT ALL CATS.

PALO ALTO

Palo Alto Arpt Of Santa Clara Co

FDC 8/9586 PAO FI/T PALO ALTO ARPT OF SANTA CLARA CO, PALO ALTO, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 13, DRILL RIG 1037 FEET FROM DEPARTURE END OF RUNWAY, 385 FEET LEFT OF CENTERLINE, 120 AGL/127 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

RIO VISTA

Rio Vista Muni

FDC 8/6599 O88 FI/T RIO VISTA MUNI, RIO VISTA, CA. VOR A, ORIG...CIRCLING CAT A MDA 520/HAA 500, CAT B MDA 560/HAA 540, CAT C MDA 620/HAA 600.

FDC 8/6598 O88 FI/T RIO VISTA MUNI, RIO VISTA, CA. GPS RWY 25, ORIG...S-25 CATS A/B/C MDA 420/ HAT 400.

RIVERSIDE

Riverside Muni

FDC 6/3172 RAL FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS RWY 9, AMDT 9B...VOR OR GPS A, AMDT 5B...VOR OR GPS B, ORIG-B...PROCEDURE NA.

SAN BERNARDINO

San Bernardino Intl

FDC 8/1009 SBD FI/P SAN BERNARDINO INTL, SAN BERNARDINO, CA. ILS OR LOC Z RWY 6, AMDT 2...CORRECT PILOT BRIEFING INFORMATION, PLANVIEW, AND AMDT NUMBER: CHANGE BRIEFING NOTES TO READ "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ONTARIO INTL ALTIMETER SETTING AND INCREASE ALL DA 73 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 80 FEET AND INCREASE S-LOC 6 VISIBILITY CATS C/D 1/4 MILE AND CIRCLING CAT D 1/2 MILE. CIRCLING NA NORTH OR RWYS 6-24. VISIBILITY REDUCTION BY HELICOPTERS NA."; CHANGE PLANVIEW NOTES TO READ " MISSED APPROACH OBSTRUCTIONS REQUIRE A MINIMUM CLIMB OF 280 FEET PER NM TO 4300. IF UNABLE TO MEET RATE OF CLIMB, SEE LOC Y RWY 6. PROCEDURE NA FOR ARRIVALS ON PDZ VORTAC VIA AIRWAY RADIALS 012 CW 030. CHANGE AMDT NUMBER TO 2A VICE 2.

FDC 7/3876 SBD FI/T SAN BERNARDINO INTL, SAN BERNARDINO, CA. NDB OR GPS RWY 6 ORIG...MSA SB NDB 010-100 12700, 100-270 7000, 270-010 11300.

SAN DIEGO

Montgomery Field

FDC 8/6368 MYF FI/T MONTGOMERY FIELD, SAN DIEGO, CA. NDB OR GPS RWY 28R, AMDT 1C...PALOS FIX MINIMA: S-28R: MDA 860/HAT 437 CATS A/B.

FDC 8/6367 MYF FI/T MONTGOMERY FIELD, SAN DIEGO, CA. ILS RWY 28R, AMDT 2B...PALOS FIX MINIMA: S-LOC 28R: MDA 800/HAT 377 CATS A/B.

San Diego Intl

FDC 8/8050 SAN FI/P SAN DIEGO INTL, SAN DIEGO, CA. ILS OR LOC RWY 9, AMDT 1A...MSA FROM: MZB VORTAC 040-160 5400, 160-310 2100, 310-040 4400. THIS IS ILS OR LOC RWY 9, AMDT 1B.

SAN DIEGO/EL CAJON

Gillespie Field

FDC 7/0275 SEE FI/T GILLESPIE FIELD, SAN DIEGO/EL CAJON, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 27L, 27R, CATS A/B 500-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 411 FEET PER NM TO 900. CATS C/D 2500-2 OR STANDARD WITH MINIMUM CLIMB OF 411 FEET PER NM TO 2500. ALL OTHER DATA REMAINS AS PUBLISHED.

SAN JOSE

Norman Y. Mineta San Jose Intl

FDC 8/9278 SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12R, 400-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/9205 SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 11, ORIG-A...LNAV/VNAV DECISION ALTITUDE 518/HAT 471 ALL CATS. VISIBILITY 1 3/4 ALL CATS. LNAV MDA 480/HAT 433 ALL CATS. VISIBILITY CAT D 1 1/2.

FDC 8/9201 SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 29, ORIG-B...LNAV/VNAV NA. LNAV MDA 640/HAT 591 ALL CATS.

FDC 8/4195 SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. ILS OR LOC RWY 12R, AMDT 6...ILS OR LOC/DME RWY 30L, AMDT 22A...ALTERNATE MINIMUMS: STANDARD, EXCEPT ILS CATS B/C/D 700-2.

SAN LUIS OBISPO

San Luis County Rgnl

FDC 8/0639 SBP FI/T SAN LUIS COUNTY REGIONAL, SAN LUIS OBISPO, CA. ILS RWY 11, AMDT 1...GLIDESLOPE 3.00/TCH 49 GLIDESLOPE CHECK ALTITUDE AT DOBRA 2186 FEET.

SANTA MONICA

Santa Monica Muni

FDC 8/9214 SMO FI/P SANTA MONICA MUNI, SANTA MONICA, CA. VOR OR GPS A, AMDT 10C...MISSED APPROACH: CLIMB TO 4300 VIA SMO R-250 AND FIM R-148 TO SADDE INT AND HOLD, CONTINUE CLIMB IN HOLD TO 4300. CIRCLING HAA 943 ALL CATS. CULVE DME/RADAR MINIMUMS: CIRCLING HAA CATS A/B/C/503, CAT D 563. CHART AIRPORT ELEV: 177. THIS IS VOR OR GPS A, AMDT 10D.

FDC 8/1728 SMO FI/T SANTA MONICA MUNI, SANTA MONICA, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 3, 1300-3 OR STANDARD WITH MINIMUM CLIMB OF 409 FT PER NM TO 1100. ALL ELSE REMAINS AS PUBLISHED. TEMPORARY CRANE 923 MSL 2.57 NM NE OF RWY 21.

FDC 8/0625 SMO FI/T SANTA MONICA MUNI, SANTA MONICA, CA. VOR OR GPS A, AMDT 10D...CIRCLING MDA 1240/HAA 1065 ALL CATS, VIS CAT B 1 1/2, VIS CAT C 3. MINIMUM ALTITUDE AT CULVE 1240, ALTERNATE MINIMUMS: CAT A/B 1100-2, CAT C/D 1100-3. CULVE DME/RADAR MINIMA REMAINS AS PUBLISHED. TEMPORARY CRANE 923 MSL 2.6 NM NE OF RWY 21.

SHAFTER

Shafter-Minter Field

FDC 3/0050 MIT FI/T SHAFTER-MINTER FIELD, SHAFTER, CA. VOR OR GPS RWY 30, ORIG...S-30 MINIMUMS NOT AUTHORIZED. CIRCLING MDA 900/HAA 478 ALL CATS. MSA FROM SHAFTER (EHF) VORTAC 360-170 8800, 170-360 3100.

TORRANCE

Zamperini Field

FDC 8/9585 TOA FI/T ZAMPERINI FIELD, TORRANCE, CA. ILS OR LOC RWY 29R, AMDT 2A...CIRCLING CATS A/B MDA 660/HAA 557 . LOS ANGELES ALTIMETER SETTING MINIMUMS. CIRCLING CATS A/B MDA 700/HAA 597. TEMPORARY CRANE 300 MSL 3862 FEET N OF RWY 29R.

FDC 8/8053 TOA FI/P ZAMPERINI FIELD, TORRANCE, CA. ILS OR LOC RWY 29R, AMDT 2A...LOS ANGELES ALTIMETER SETTING MINIMUMS: S-ILS 29R CATS A/B DA 405/HAT 308. VISIBILITY CATS A/B 1. CATS C/D NA. S-LOC 29R CATS A/B MDA 660/HAT 563. VISIBILITY CATS A/B 1. CATS C/D NA. CIRCLING CATS A/B MDA 660/HAA 557. VISIBILITY CATS A/B 1. CATS C/D NA. THIS IS ILS OR LOC RWY 29R, AMDT 2B.

TWENTYNINE PALMS

Twentynine Palms

FDC 8/2394 TNP FI/T TWENTYNINE PALMS, TWENTYNINE PALMS, CA. VOR RWY 26, AMDT 1...RNAV (GPS) RWY 26, ORIG...PROCEDURES NA.

UPLAND

Cable

FDC 7/7000 CCB FI/T CABLE, UPLAND, CA. VOR RWY 6, AMDT 7A...MINIMUM HOLDING AT POMONA VORTAC 3700 FEET. COVIN TO POMONA VORTAC 3700 FEET. S-6: MINIMUMS NA CIRCLING CAT A MDA 2080/HAA 636, CAT B MDA 2160/HAA 716, CAT C MDA 2200/HAA 756 VIS 2 1/4. AIRPORT ELEVATION: 1444 VGSI AND DESCENT ANGLES NOT COINCIDENT NOTE NA. VISUAL DESCENT ANGLE AND TCH NA.

VACAVILLE

Nut Tree

FDC 8/2706 VCB FI/T NUT TREE, VACAVILLE, CA. RNAV (GPS) Z RWY 20, ORIG-A...LNAV MDA 560/HAT 443 CATS A/B/C. TEMPORARY CRANE 425 MSL 2.0 NM N OF RWY 20.

VAN NUYS

Van Nuys

FDC 8/0571 VNY FI/T VAN NUYS, VAN NUYS, CA. ILS RWY 16R, AMDT 5B...S-ILS 16R DA 1119 / HAT 326 CATS A/B/C. VIS CATS A/B/C 1 MILE.

VICTORVILLE

Southern California Logistics

FDC 7/4671 VCV FI/T SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. ILS RWY 17, AMDT 1C...S-ILS 17: DA 3025/HAT 200 ALL CATS S-LOC 17: MDA 3140/HAT 315 ALL CATS TDZE 2825 FEET MAP: VCV VOR/DME 1.65 DME MISSED APPROACH: CLIMB TO 3300, THEN CLIMBING RIGHT TURN TO 6000 VIA HEADING 300 AND VCV R-269 TO ETHER INT AND HOLD. (HOLD NE, LT, 247 INBOUND) GLIDESLOPE CHECK ALTITUDE AT FAFNR 4760 FEET GLIDESLOPE 3.00/TCH 54 VGSI AND ILS GLIDEPATH NOT COINCIDENT FAF TO MAP DISTANCE 5.84 NM TIME DISTANCE TABLE, KNOTS/MIN: SEC: 60/5:50, 90/3:54, 120/2:55, 150/2:20, 180/1:57.

FDC 7/1714 VCV FI/T SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. GPS RWY 17, ORIG-B...S-17: MINIMUMS NA VERTICAL DESCENT ANGLE: NA.

FDC 7/1713 VCV FI/T SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. VOR/DME RWY 17, AMDT 1C...MISSED APPROACH POINT: VCV VOR/DME 1.65 DME. VDP NA.

WATSONVILLE

Watsonville Muni

FDC 7/9934 WVI FI/T WATSONVILLE MUNI, WATSONVILLE, CA. LOC RWY 2, AMDT 2F...MISSED APPROACH: CLIMBING RIGHT TURN TO 5000 DIRECT SNS VORTAC AND HOLD.

COLORADO

AKRON

Colorado Plains Rgnl

FDC 8/2462 AKO FI/T COLORADO PLAINS REGIONAL, AKRON, CO. RNAV (GPS) RWY 11, ORIG...HOLD-IN-LIEU OF PROCEDURE TURN AT KUKMY NOT AUTHORIZED. FEEDER AKRON (AKO) VOR/DME TO KUKMY NOT AUTHORIZED.

COLORADO SPRINGS

City Of Colorado Springs Muni

FDC 8/5550 COS FI/P CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS RWY 35L, AMDT 36A...S-ILS 35L DA 6275/HAT 200 ALL CATS. S-LOC 35L MDA 6340/HAT 265 ALL CATS. CIRCLING HAA 553 CAT A, HAA 573 CATS B/C, HAA 653 CAT D. CHART NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART AIRPORT ELEVATION 6187. CHART TDZ ELEVATION 6075. CHART ALTITUDE OF GLIDESLOPE AT LOM 8030 FEET. GS ANGLE 3.00; TCH 51.4. CHART NOTE: RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. ADD ATTENTION SYMBOL TO MAKE NOTE APPLY TO S-ILS 35L LINE OF MINIMUMS. THIS IS ILS OR LOC RWY 35L, AMDT 36B.

FDC 8/5549 COS FI/P CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS OR LOC RWY 17L, ORIG-A...S-ILS 17L DA 6387 ALL CATS. S-LOC 17L HAT 633 ALL CATS. CIRCLING CATS A/B/C HAA 633, MDA 6840/HAA 653 CAT D. DELETE TERMINAL ROUTE: FROM PUB VORTAC TO KETLE INT/BRK 12 DME. DELETE TERMINAL ROUTE: FROM KETLE TO MOGAL INT/I-LPI 21.9 DME.. DELETE PLANVIEW NOTE: DME OR RADAR REQUIRED. CHART PLANVIEW NOTE: RADAR REQUIRED. CHART NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART AIRPORT ELEVATION 6187. CHART TDZ ELEVATION 6187. THIS IS ILS OR LOC RWY 17L, ORIG-B.

FDC 8/5548 COS FI/P CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS OR LOC RWY 35R, ORIG...CHART CEGIX INT CROSSING RADIAL TO READ BUTTS VOR/DME (FCS) R-085. THIS IS ILS OR LOC RWY 35R, ORIG-A.

FDC 8/5547 COS FI/P CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. NDB RWY 35L, AMDT 25B...S-35L HAT 445 ALL CATS. CIRCLING HAA 553 CAT A, HAA 573 CATS B/C, HAA 653 CAT D, HAA 953 CAT E. CHART AIRPORT ELEVATION 6187. CHART TDZ ELEVATION 6075. THIS IS NDB RWY 35L, AMDT 25C.

FDC 8/2614 COS FI/T CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35L, 200- 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 309 FEET PER NM TO 6500. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPOARY CRANE 6372 MSL 1.1 NM N OF RWY 17R.

DENVER

Front Range

FDC 8/6164 FTG FI/P DENVER/FRONT RANGE, DENVER, CO. RNAV(GPS) RWY 26, ORIG. CORRECT PROFILE SECTION: CHANGE INTERSECTION SPELLING TO VUBCU VICE VUBCO.

FDC 8/0729 FTG FI/T FRONT RANGE, DENVER, CO. ILS RWY 17, ORIG...ILS RWY 35, ORIG...MSA FROM: FRONT RANGE (FT) LOM 090-270 8100 FEET, 270-360 7300 FEET, 360-090 8000 FEET.

DURANGO

Durango-La Plata County

FDC 7/5352 DRO FI/T DURANGO-LA PLATA COUNTY, DURANGO, CO. VOR OR GPS A, AMDT 6A...MISSED APPROACH: CLIMBING LEFT TURN TO 9700 IN DRO HOLDING PATTERN.

EAGLE

Eagle County Rgnl

FDC 8/4566 EGE FI/T EAGLE COUNTY REGIONAL, EAGLE, CO. LDA/DME RWY 25, ORIG-B...S-LDA/GS 25 VISIBILITY CATS A/B/C 5.

FORT COLLINS/LOVELAND

Fort Collins-Loveland Muni

FDC 8/9958 FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. GPS RWY 33, AMDT 1...S-33 MDA 5480/HAA 464 ALL CATS CIRCLING MDA CAT B 5520/HAA 504 TEMPORARY CRANE 5170 MSL 1.5 NM S OF RWY 33.

FDC 8/9957 FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. VOR/DME OR GPS A, AMDT 6A...CIRCLING CAT B MDA 5520/HAA 504 TEMPORARY CRANE 5170 MSL 1.5 NM S OF RWY 33.

FDC 8/3433 FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. ILS RWY 33, AMDT 5C...S-ILS 33: MDA 5401/HAT 385 ALL CATS. VIS 3/4 ALL CATS. S-LOC 33: MDA 5480/HAA 464 ALL CATS. VIS CAT A/B/C 3/4, CAT D 1. CIRCLING: CAT B MDA 5520/HAA 504. MISSED APPROACH: CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 7300 DIRECT COLLN LOM AND HOLD. FOR INOPERATIVE MALSR INCREASE S-ILS ALL CATS VISIBILITY TO 1 1/4 AND S-LOC CAT A/B TO 1. VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 5118 MSL 4532 FT SE OF RWY 33.

FDC 6/1015 FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. ILS RWY 33, AMDT 5C. ALTERNATE MINIMUMS NA.

GREELEY

Greeley-Weld County

FDC 8/6425 GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 27, ORIG...LPV DA 4941/HAT 291 ALL CATS, VISIBILITY 1 ALL CATS. LNAV/VNAV DA 5064/HAT 414 ALL CATS, VISIBILITY 1 1/2 ALL CATS. LNAV MDA 5080/HAT 430 ALL CATS, VISIBILITY CAT C 1 1/4, CAT D 1 1/2. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT COLLINS/LOVELAND MUNI ALTIMETER SETTING AND INCREASE LPV DA TO 5026 AND VISIBILITY ALL CATS 1/2 MILE. INCREASE LNAV/VNAV DA TO 5149 AND VISIBILITY ALL CATS 1/4 MILE. TEMPORARY CRANE, 4764 MSL, 900 FEET SE OF RWY 27.

FDC 8/6424 GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 34, ORIG...LNAV/VNAV DA 5059/HAT 394 ALL CATS, VISIBILITY 1 1/2 ALL CATS. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE FORT COLLINS/LOVELAND MUNI ALTIMETER SETTING AND INCREASE LNAV/VNAV DA TO 5144 AND VISIBILITY ALL CATS 1/4 MILE. TEMPORARY CRANE, 4764 MSL, 2221 FEET SOUTH OF RWY 34.

GUNNISON

Gunnison-Crested Butte Rgnl

FDC 8/5220 GUC FI/P GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. VOR OR GPS A, AMDT 7B...CIRCLING CAT A HAA 1580, CATS B/C HAA 1660, CAT D HAA 2220. CHART AIRPORT ELEVATION 7680. DELETE NOTE: CIRCLING NOT AUTHORIZED TO RWY 24 FOR CAT D AIRCRAFT. THIS IS VOR OR GPS A, AMDT 7C.

FDC 8/5219 GUC FI/P GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. GPS B, ORIG...CIRCLING HAA 1500 ALL CATS. CHART NOTE: PROCEDURE NOT AUTHORIZED WHEN AIRPORT CLOSED EXCEPT BY PRIOR ARRANGEMENT. TERMINAL ROUTES: DELETE ASTERISK BY SAGUW WP (IAF). DELETE NOTE: (ASTERISK) ARM APPROACH MODE PRIOR TO IAF. DELETE NOTE: USE 12 EAST MAGNETIC VARIATION. CHART NOTE: DME/DME RNP- 0.3 NA. DELETE NOTE: CIRCLING NORTH NOT AUTHORIZED. CHART AIRPORT ELEVATION 7680. THIS IS GPS B, ORIG-A.

FDC 5/8844 GUC FI/T GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. ILS/DME RWY 6 (SPECIAL), AMDT 1...CHANGE I-GUC 20.9 DME TO I-GUC 21.0 DME. CHANGE KEEZR/I-GUC 15.8 DME TO KEEZR/I-GUC 16.1 DME. CHANGE PLATO/I-GUC 7.7 DME TO PLATO/I-GUC 7.9 DME. CHANGE I-GUC 4.0 TO I-GUC 4.1 DME. S-ILS 6: HAT 833 CATS A/B/C. S-LOC 6 HAT 853 ALL CATS. CIRCLING: HAA 1320 CATS A/B/C. GS 3.20/TCH 46.

FDC 5/8843 GUC FI/T GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. ILS/DME (FMS) RWY 6, (SPECIAL), ORIG...CHANGE I-GUC 20.9 DME TO I-GUC 21.0 DME. CHANGE KEEZR/I-GUC 15.8 DME TO KEEZR/I-GUC 16.1 DME. CHANGE PLATO/I-GUC 7.7 DME TO PLATO/I-GUC 7.9 DME. CHANGE I-GUC 5.2 DME TO I-GUC 5.3 DME. CHANGE I-GUC 3.9 TO I-GUC 4.1 DME. CHAMGE I-GUC 4.0 TO I-GUC 4.1 DME S-ILS 6: HAT 393 CATS A/B/C. S-LOC 6 HAT 853 CATS A/B/C. GS 3.20/TCH 46.

HAYDEN

Yampa Valley

FDC 8/1295 HDN FI/T YAMPA VALLEY, HAYDEN, CO. RNAV (GPS) Y RWY 10, AMDT 1...RNAV (RNP) Z RWY 10, ORIG...RNAV (GPS) RWY 28, ORIG-B...PROCEDURES NA.

KREMMLING

Mc Elroy Airfield

FDC 8/5480 20V FI/T MC ELROY AIRFIELD, KREMMLING, CO. VOR/DME OR GPS A, AMDT 2...VOR/DME PORTION NA.

LONGMONT

Vance Brand

FDC 8/7217 LMO FI/T VANCE BRAND, LONGMONT, CO. RNAV (GPS) B, ORIG-A...MISSED APPROACH: CLIMBING RIGHT TURN TO 8900 DIRECT BJC VOR/DME AND HOLD.

FDC 8/7216 LMO FI/T VANCE BRAND, LONGMONT, CO. VOR/DME A, AMDT 1A...MISSED APPROACH: CLIMBING RIGHT TURN TO 8800 DIRECT BJC VOR/DME AND HOLD.

PUEBLO

Pueblo Memorial

FDC 8/0518 PUB FI/T PUEBLO MEMORIAL, PUEBLO, CO. GPS RWY 8L, ORIG...GPS RWY 17, ORIG-A...VOR OR TACAN RWY 26R, AMDT 27...ILS RWY 8L, AMDT 22B...RADAR-1, AMDT 7...ILS RWY 26R, AMDT 13A...CIRCLING CAT D MDA 5380 / HAA 654.

FDC 8/0053 PUB FI/T PUEBLO MEMORIAL, PUEBLO, CO. GPS RWY 35, ORIG-A...PROCEDURE NA.

CONNECTICUT

BRIDGEPORT

Igor I Sikorsky Memorial

FDC 8/2592 BDR FI/T IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. ILS RWY 6, AMDT 9A...DME REQUIRED FOR PROCEDURE ENTRY. S-LOC 6: DME REQUIRED.

FDC 8/1891 BDR FI/T IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 6, AMDT 21...TERMINAL ROUTE FROM CMK VOR/DME TO STANE INT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME RADIALS 112 CW 142 UNUSABLE ALL ALTITUDES, ALL DISTANCES. DME REQUIRED.

FDC 8/1890 BDR FI/T IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 24, AMDT 16...VOR RWY 29, AMDT 2...DME REQUIRED.

DANBURY

Danbury Muni

FDC 8/2865 DXR FI/T DANBURY MUNI, DANBURY, CT. LOC RWY 8, AMDT 5...CIRCLING MDA 1380/HAA 922 ALL CATS. VIS CATS A,B 1 1/4, CAT C 2 3/4, CAT D 3. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ALTERNATE MINIMUMS: CATS A,B 1000-2, CAT C 1000-2 3/4, CAT D 1000-3.

FDC 8/1699 DXR FI/T DANBURY MUNI, DANBURY, CT. GPS RWY 8, AMDT 1...CIRCLING MDA 1380/HAA 922 ALL CATS. VIS CATS A,B 1 1/4, CAT C 2 3/4, CAT D 3. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT ANDLE WP AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1698 DXR FI/T DANBURY MUNI, DANBURY, CT. VOR OR GPS A, AMDT 9A...CIRCLING MDA 1380/HAA 922 ALL CATS.

GROTON (NEW LONDON)

Groton-New London

FDC 8/6117 GON FI/T GROTON-NEW LONDON, GROTON/NEW LONDON, CT. VOR RWY 5, AMDT 8...MSA FROM GON VOR/DME 190-100 2100, 100-190 2600.

NEW HAVEN

Tweed-New Haven

FDC 8/7332 HVN FI/T TWEED-NEW HAVEN, NEW HAVEN, CT. VOR RWY 2, AMDT 23...VOR A, AMDT 3...ILS OR LOC RWY 2, AMDT 16...ALTERNATE MINIMUMS NA.

OXFORD

Waterbury-Oxford

FDC 6/7670 OXC FI/T WATERBURY-OXFORD, OXFORD, CT. NDB RWY 18, AMDT 6. TERMINAL ROUTE FROM PAWLING (PWL) VOR/DME TO LERCH INT (IAF) AND IAF AT LERCH INT NA.

WILLIMANTIC

Windham

FDC 8/3020 IJD FI/T WINDHAM, WILLIMANTIC, CT. LOC RWY 27, AMDT 2B...TERMINAL ROUTE: NORWICH (ORW) VOR/DME TO LINKS INT/IJD 6.7 DME NA. TERMINAL ROUTE: HOLD-IN-LIEU OF PROCEDURE TURN NA.

WINDSOR LOCKS

Bradley Intl

FDC 8/6778 BDL FI/T BRADLEY INTL, WINDSOR LOCKS, CT. COPTER ILS OR LOC RWY 6, ORIG-A...TIME AND DISTANCE TABLE: FAF TO MAP 4.9 NM. 60 KNOTS 4:54, 90 KNOTS 3:16, 120 KNOTS 2:27, 150 KNOTS 1:58, 180 KNOTS 1:38. CHANGE PENNA INT/I-BDL 11.8 DME TO PENNA INT/I-BDL 12.8 DME HARTFORD VOR/DME RADIAL AT PENNA R-317 TERMINAL ROUTE DISTANCE PENNA TO HUNEE 6 NM MIDDLE MARKER TO INNER MARKER DISTANCE .3 NM VGSI AND ILS GLIDEPATH NOT COINCIDENT.

DELAWARE

DOVER/CHESWOLD

Delaware Airpark

FDC 8/6675 33N FI/T DELAWARE AIRPARK, DOVER/CHESWOLD, DE. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA.

LAUREL

Laurel

FDC 6/9276 N06 FI/T LAUREL, LAUREL, DE. GPS A ORIG...CIRCLING: MDA 880/HAA 850 ALL CATS. VISIBILITY CAT B 1 1/4.

WILMINGTON

New Castle

FDC 8/5750 ILG FI/T NEW CASTLE, WILMINGTON, DE. ILS OR LOC RWY 1, AMDT 21A...S-ILS 1 VISIBILITY RVR 5000 ALL CATS S-LOC 1 VISIBILITY CATS A/B RVR 5000 INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 1 CATS A/B CASTL FIX MINIMUMS: S-LOC 1 MDA 400/HAT 325 ALL CATS. VISIBILITY RVR 5000 ALL CATS INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/5749 ILG FI/T NEW CASTLE, WILMINGTON, DE. GPS RWY 27, ORIG-A...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5748 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR RWY 27, ORIG-A...DQO VORTAC 2.5 DME TO RW27: 3.36/51 VISIBILITY REDUCTION BY HELICOPTERS NA DME REQUIRED, MODENA (MXE) VORTAC RADIAL RESTRICTED.

FDC 8/5746 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR OR GPS RWY 19, AMDT 4B...VOR PORTION NA ALTERNATE MINIMUMS NA WILEA TO RW19 3.47/58 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5745 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR RWY 9, AMDT 6B...QWOTE INT MINIMUMS: NA VISIBILITY REDUCTION BY HELICOPTERS NA GLEEM TO RW9: 3.28/55 DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO ODALS. DME REQUIRED, MODENA VORTAC (MXE) RADIALS RESTRICTED.

FDC 8/5744 ILG FI/T NEW CASTLE, WILMINGTON, DE. GPS RWY 9, ORIG-B...S-9 MDA 560/HAT 480 ALL CATS CIRCLING MDA CATS A/B/ 560/HAA 480 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/2826 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR OR GPS RWY 1, AMDT 3C...S-1 MDA 760/HAT 685 ALL CATS. VIS CATS A/B RVR 4000, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 760/HAA 681 ALL CATS. VIS CATS A/B 1, CAT C 2, CAT D 2 1/4, ALTERNATE MINIMUMS CAT D 800-2 1/4. DME MINIMUMS: S-1 MDA 480/HAT 405 ALL CATS. VIS CATS A/B/C RVR 4000, CAT D RVR 5000. CIRCLING CAT A/B MDA 540/HAA 461, CAT C MDA 600/HAA 521, CAT D MDA 640/HAA 561. VIS CATS A/B 1, CAT C 1 1/2, CAT D 2. VOR PORTION: DME REQUIRED.

DISTRICT OF COLUMBIA

WASHINGTON

Ronald Reagan Washington National

FDC 8/5102 DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. COPTER ILS OR LOC RWY 1, ORIG-B...S-LOC 1 MDA 620/HAT 605. TEMPORARY CRANE 302 MSL 3.01 NM S OF RWY 1.

FDC 8/3634 DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 22, 500-3 OR STANDARD WITH A MINIMUM CLIMB OF 280 FT PER NM TO 700. NOTE: RWY 22, TEMPORARY CRANE 4989 FT FROM DEPARTURE END OF RUNWAY, 849 FT RIGHT OF CENTERLINE, 98 FT AGL/146 FT MSL. BLDG 2.39 NM FROM DEPARTURE END OF RUNWAY, 1054 FT RIGHT OF CENTERLINE, 342 FT AGL/462 FT MSL. TAKE OFF MINIMUMS: RWY 19, 300 - 2 OR STANDARD WITH A MINIMUM CLIMB OF 310 FT PER NM TO 400. TEMP CRANE, 1.27 NM FROM DEPARTURE END OF RUNWAY, 1,690 FT RIGHT OF CENTERLINE, 214 FT AGL/247 FT MSL. NOTE: RWY 33, TEMPORARY CRANE 1524 FT FROM DEPARTURE END OF RUNWAY, 742 FT LEFT OF CENTERLINE, 78 FT AGL/96 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

FDC 7/7061 DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. ILS RWY 1, AMDT 40...ILS RWY 1 (CAT II), AMDT 40...S-LOC 1 MDA 620/HAT 605 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 720/HAA 705 ALL CATS. VISIBILITY CAT C 2. MISSED APPROACH: CLIMB TO 500, THEN CLIMBING LEFT TURN TO 2100 VIA WASHINGTON (DCA) R-325 TO GEORGETOWN (GTN) NDB/INT/DCA 5.9 DME AND HOLD. ALTERNATE MINIMUMS: S-ILS CATS A/B/C 800-2, CAT D 800-2 1/4. S-LOC CAT D 800-2 1/4. TEMPORARY CRANES 302-344 MSL 3.01 NM SOUTH OF RWY 1.

FDC 7/6111 DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. RNAV (GPS) RWY 33, ORIG...LPV DA 338/HAT 325 ALL CATS. VISIBILITY 1 ALL CATS. LNAV MDA 780/HAT 767 ALL CATS. VISIBILITY CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 780/HAA 765 ALL CATS. VDP NA. TEMPORARY CRANE 480 MSL 3.16 NM S OF RWY 33.

FDC 7/6104 DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. VOR/DME RNAV OR GPS RWY 4, AMDT 6B...MISSED APPROACH: CLIMBING LEFT TURN TO 2100 DIRECT GEORGETOWN WP AND HOLD.

FDC 6/5900 DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. VOR RWY 1, AMDT 12...S-1 MDA 660/HAT 646 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 720/HAA 705 ALL CATS. MISSED APPROACH: CLIMBING LEFT TURN TO 2100 VIA WASHINGTON (DCA) R-325 TO GEORGETOWN (GTN) NDB/INT/DCA 5.9 DME AND HOLD. VDP NA. TEMP CRANES 302-344 MSL 3.01 NM SOUTH OF RWY 1.

Washington Dulles Intl

FDC 8/1523 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC RWY 19L, AMDT 13A...MISSED APPROACH: CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2100 VIA HEADING 010 AND AML VORTAC R-040 TO ASPER INT/AML 14.66 DME AND HOLD NE, RT, 220.00 INBOUND.

FDC 8/0347 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) Y RWY 1C, ORIG-A...LNAV MDA 880/HAT 594 ALL CATS, VIS RVR 5000 CAT C, RVR 6000 CAT D. CIRCLING MDA 980/HAA 688 ALL CATS, VIS 1 3/4 CAT C. VDP NA. DISREGARD NOTE: FOR INOPERATIVE MALSR INCREASE LNAV CAT D VISIBILITY TO 6000. ADD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/0344 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC RWY 1R, AMDT 23A...S-LOC 1R MDA 740/HAT 428 ALL CATS, VIS CAT D RVR 5000. WASLU FIX MINIMUMS NA.

FDC 8/0343 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 1C, ORIG-A...CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C. ALTERNATE MINIMUMS: ILS 700-2 ALL CATS. DISREGARD NOTE: DME REQUIRED. CHANGE NOTE TO READ: FOR INOPERATIVE ALSF-2, INCREASE S-LOC CAT. D VISIBILITY TO RVR 5000 ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0342 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (RNP) Z RWY 1C, ORIG-B...CHANGE NOTE TO READ FOR INOPERATIVE ALSF-2, INCREASE RNP 0.30 VISIBILITY TO 1 3/4.

FDC 7/7441 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 12, AMDT 8...CIRCLING MDA 980/HAA 668 ALL CATS.

FDC 7/5525 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. VOR/DME OR TACAN RWY 12, AMDT 8B...VERTICAL DESCENT ANGLE BELMA TO RW12: 2.82 DEGREES/TCH 66 FEET. CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C.

FDC 6/9211 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) RWY 1R, ORIG...LNAV/VNAV DA 786/HAT 474 ALL CATS, VIS RVR 6000 ALL CATS. LNAV MDA 840/HAT 528 ALL CATS, VIS RVR 5000 CAT C, RVR 6000 CAT D. CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C. VDP NA. ADD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 6/9205 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) Y RWY 12, ORIG...RNAV (GPS) Z RWY 12, ORIG...CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C.

FLORIDA

CROSS CITY

Cross City

FDC 8/1690 CTY FI/T CROSS CITY, CROSS CITY, FL. RNAV (GPS) RWY 31, ORIG...LNAV MDA 540/HAT 498 ALL CATS.

FDC 8/1687 CTY FI/T CROSS CITY, CROSS CITY, FL. VOR RWY 31, AMDT 18...S-31 MDA 540/HAT 498 ALL CATS.

DAYTONA BEACH

Daytona Beach Intl

FDC 8/9699 DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. ILS OR LOC RWY 7L, AMDT 30...RNAV (GPS) RWY 7R, ORIG-A...RNAV (GPS) RWY 25L, AMDT 1...RNAV (GPS) RWY 34, AMDT 1A...RNAV (GPS) Y RWY 7L, ORIG-A...RNAV (GPS) Z RWY 7L, ORIG...LOC BC RWY 25R, AMDT 16...CIRCLING MDA 600/HAA 566 CATS A/B/C. TEMPORARY CRANE 295 MSL 4148 FT N OF RWY 16. UNLESS OTHERWISE ADVISED BY ATC.

FDC 8/9698 DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 16, AMDT 1...LPV DA 358/HAT 325 ALL CATS. VIS 1 1/4 ALL CATS. LNAV/VNAV DA 545/HAT 512 ALL CATS. VIS 1 3/4 ALL CATS. LNAV MDA 560/HAT 527 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 600/HAA 566 CATS A/B/C. VDP NA. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 295 MSL 4148 FT N OF RWY 16 UNLESS OTHERWISE ADVISED BY ATC. WHEN CRANE IS DOWN: LPV DA 358/HAT 325 ALL CATS. VIS 1 1/4 ALL CATS. LNAV/VNAV DA 479/HAT 446 ALL CATS. VIS 1 1/2 ALL CATS. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9695 DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 25R, AMDT 2A...LNAV MDA 560/HAT 526 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 600/HAA 566 CATS A/B/C. TEMPORARY CRANE 295 MSL 4148 FT N OF RWY 16. UNLESS OTHERWISE ADVISED BY ATC.

FDC 8/0064 DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. LOC BC RWY 25R, AMDT 16...PROCEDURE NA.

FDC 5/2021 DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. NOTE: RWY 34, TREES TO 79 AGL/110-MSL LEFT AND RIGHT OF DEPARTURE END OF RUNWAY. BUILDING 1013 FEET FROM DEPARTURE END OF RWY, 680 FEET LEFT OF CENTERLINE, 60 FEET AGL/93 FEET MSL. OBSTRUCTION LIGHTS ON BUILDING 1544 FEET FROM DEPARTURE END OF RWY, 560 FEET LEFT OF CENTERLINE, 79 FEET MSL.

Spruce Creek

FDC 8/8132 7FL6 FI/T SPRUCE CREEK AIRPORT, DAYTONA BEACH(VOLUSIA COUNTY), FL. (SPECIAL) GPS RWY 5, ORIG...CIRCLING CAT A MDA 520/HAA 496, VIS 1.

DESTIN

Destin-Fort Walton Beach

FDC 8/8266 DTS FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 14: 200-1 1/4, OR STANDARD WITH A MINIMUM CLIMB OF 251 PER NM TO 300. TAKE OFF OBSTACLES: RWY 14: TREES BEGINNING 176 FROM END OF RUNWAY, 350 LEFT OF CENTERLINE UP TO 50 AGL/71 MSL. BUILDINGS/RODS BEGINNING 3755 FROM END OF RUNWAY, 76 LEFT OF CENTERLINE UP TO 150 AGL/176 MSL. RWY 32: TREES BEGINNING 65 FROM END OF RUNWAY, 65 LEFT OF CENTERLINE UP TO 50 AGL/83 MSL. BUILDING/POLES BEGINNING 240 FROM END OF RUNWAY, 457 LEFT OF CENTERLINE UP TO 30 AGL/54 MSL. TREES BEGINNING 78 FROM END OF RUNWAY, 30 RIGHT OF CENTERLINE UP TO 50 AGL/84 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1227 DTS FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. RNAV (GPS) RWY 32, ORIG-B...WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1224 DTS FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. NDB RWY 32, AMDT 1A...WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1220 DTS FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. RNAV (GPS) RWY 14, ORIG-C...WHEN VGSI INOP, CIRCLING RWY 32 NA AT NIGHT VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

DUNKIRK

Chautauqua County/Dunkirk

FDC 7/2331 DKK FI/T CHAUTAUQUA CNTY/DUNKIRK, DUNKIRK, NY. VOR RWY 24, AMDT 7...DME MINIMUMS: S-24 MDA 1160/HAT 484 ALL CATS.

FORT LAUDERDALE

Fort Lauderdale/Hollywood Intl

FDC 8/9124 FLL FI/T FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (RNP) Z RWY 9R, ORIG-B...PROCEDURE NA AT NIGHT THREE TEMPORARY CRANES 89 MSL 2458 FEET WEST OF RWY 9R.

FDC 8/3618 FLL FI/T FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 9R, 300-1. NOTE: RWY 9R, TEMPORARY CRANE 3,395 FT FROM DEPARTURE END OF RUNWAY, 1,275 FT RIGHT OF CENTERLINE, 165 FT AGL/172 FT MSL.

FORT MYERS

Page Field

FDC 8/9504 FMY FI/T PAGE FIELD, FORT MYERS, FL. GPS RWY 5, ORIG...S-5 MDA 460/HAT 444 ALL CATS. VIS CAT C 1 1/4. TWO TEMPORARY CRANES 148 MSL 1.6 NM SW OF RWY 5.

FDC 8/8973 FMY FI/T PAGE FIELD, FORT MYERS, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 31, MULTIPLE POLES, TREES, ANTENNA TOWERS AND BRIDGE BEGINNING 87 FEET FROM DEPARTURE END OF RUNWAY, 198 FEET RIGHT OF CENTERLINE, UP TO 113 FEET AGL/126 FEET MSL. MULTIPLE POLES AND TREES BEGINNING 145 FEET FROM DEPARTURE END OF RUNWAY, 235 FEET RIGHT OF CENTERLINE, UP TO 58 FEET AGL/88 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/3961 FMY FI/T PAGE FIELD, FORT MYERS, FL. VOR RWY 13 ORIG-B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 7/6661 FMY FI/T PAGE FIELD, FORT MYERS, FL. GPS RWY 23, ORIG-A...S-23 MDA 500/HAT 484 ALL CATS. CIRCLING MDA 560/HAA 543 ALL CATS.

Southwest Florida Intl

FDC 8/7849 RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. RNAV (GPS) RWY 6, AMDT 1B...LNAV MDA 520/HAT 493 ALL CATS. CIRCLING CATS A/B MDA 520/HAA 490, CAT C MDA 580/HAA 550. VDP NA. CHANGE NOTE: FOR INOPERATIVE MALSR INCREASE LPV ALL CATS VISIBILITY TO RVR 5000, AND LNAV CAT. D VISIBILITY TO RVR 6000 TO READ: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO RVR 5000 AND LNAV CAT D VISIBILITY TO 1 1/2. TEMPORARY CRANE 220 MSL 1.6NM SW OF RWY 6.

FDC 8/7848 RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. ILS OR LOC RWY 6, AMDT 6...S-LOC 6 MDA 520/HAT 493 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000, CAT E RVR 6000. CIRCLING CATS A/B MDA 520/HAA 490, CAT C MDA 580/HAA 550. CHANGE NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 6 CAT. E VISIBILITY TO RVR 4000 AND S-LOC 6 CAT. E VISIBILITY TO RVR 6000, TO READ: FOR INOPERATIVE MALSR, INCREASE S-ILS 6 CAT E VISIBILITY TO RVR 4000 AND S-LOC 6 CAT E VISIBILITY TO 1 3/4. TEMPORARY CRANE 220 MSL 1.6NM SW OF RWY 6.

FDC 8/7847 RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. VOR/DME OR TACAN RWY 24, AMDT 2...CIRCLING CAT C MDA 580/HAA 550. MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2300 VIA RSW R-140 TO CORFU/RSW 10 DME AND HOLD. TEMPORARY CRANE 220 MSL 1.6NM SW OF RWY 6.

GAINESVILLE

Gainesville Rgnl

FDC 7/3648 GNV FI/T GAINESVILLE RGNL, GAINESVILLE, FL. VOR RWY 25, ORIG-C...DME MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GNV TACAN OTS.

FDC 7/3646 GNV FI/T GAINESVILLE RGNL, GAINESVILLE, FL. VOR/DME RWY 7, ORIG-C...VOR/DME RWY 11, ORIG-C...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GNV TACAN OTS.

HOLLYWOOD

North Perry

FDC 6/8615 HWO FI/T HOLLYWOOD/NORTH PERRY, HOLLYWOOD, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 27L/27R, 300-1. CLIMB GRADIENT NA. NOTE: RWY 27L, TANK 3,178 FT FROM DEPARTURE END OF RWY, 725 FT RIGHT OF CENTERLINE, 213 FT AGL/219 FT MSL. NOTE: 27R, TANK 2,986 FT FROM DEPARTURE END OF RWY, R, 740 FT LEFT OF CENTERLINE, 213 FT AGL/219 FT MSL.

IMMOKALEE

Immokalee

FDC 8/0122 IMM FI/T IMMOKALEE, IMMOKALEE, FL. VOR OR GPS RWY 18, AMDT 5...S-18 NA AT NIGHT CIRCLING RWY 18/36 NA AT NIGHT.

JACKSONVILLE

Craig Muni

FDC 4/0190 CRG FI/T CRAIG MUNI, JACKSONVILLE, FL. VOR OR GPS RWY 14, AMDT 3...ALTERNATE MINS: CAT C 2 1/4, CAT D 2 1/2.

LAKELAND

Lakeland Linder Rgnl

FDC 8/6567 LAL FI/P LAKELAND LINDER REGIONAL, LAKELAND, FL. NDB RWY 5, AMDT 4...DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE PLANT CITY MUNI ALTIMETER SETTING. ADD NOTE: WHEN CONTROL TOWER CLOSED, USE PLANT CITY MUNI ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET. THIS IS NDB RWY 5, AMDT 4A.

MARATHON

The Florida Keys Marathon

FDC 8/0433 MTH FI/T THE FLORIDA KEYS MARATHON, MARATHON, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 7, TEMPORARY ANTENNA 1,490 FT FROM DEPARTURE END OF RUNWAY, 534 FT RIGHT OF CENTERLINE, 50 FT AGL/54 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

MARCO ISLAND

Marco Island

FDC 8/8406 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 35: ALL AIRCRAFT FLY HEADING 030 TO 1000 BEFORE PROCEEDING ON COURSE. TAKE OFF OBSTACLES: RWY 35: ANTENNA 10 FROM END OF RUNWAY, 384 LEFT OF CENTERLINE, 53 AGL/57 MSL. SIGN 15 FROM END OF RUNWAY, 255 LEFT OF CENTERLINE, 5 AGL/9 MSL. TREES BEGINNING 63 FROM END OF RUNWAY, 41 LEFT OF CENTERLINE UP TO 45 AGL/ 49 MSL. TREES BEGINNING 175 FROM END OF RUNWAY, 45 RIGHT OF CENTERLINE, UP TO 42 AGL/46 MSL. RWY 14: WIND SOCK 76 FROM END OF RUNWAY, 310 RIGHT OF CENTERLINE, 21 AGL/25 MSL. TREES BEGINNING 79 FROM END OF RUNWAY, 10 LEFT OF CENTERLINE, UP TO 44 AGL/48 MSL. TREES BEGINNING 76 FROM END OF RUNWAY UP TO 48 AGL/52 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/8372 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. VOR/DME RWY 17, AMDT 6B...CYY VOR/DME 7.80 DME FIX TO RW17 3.00 DESCENT ANGLE/32 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8370 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. GPS RWY 17, ORIG-B...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8369 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. GPS RWY 35, ORIG-A...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

MELBOURNE

Melbourne Intl

FDC 8/4848 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. RNAV (GPS) RWY 9L, ORIG...LNAV/VNAV: DA 464/HAT 431. VIS 1 1/2 ALL CATS. LNAV: MDA 420/HAT 387 ALL CATS. VDP NA. 2008/08/25 02:41.

FDC 8/4835 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 23, TEMPORARY CRANE 4617 FEET FROM DEPARTURE END OF RUNWAY, 1306 FEET RIGHT OF RUNWAY, 140 FEET AGL/175 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 2008/08/25 22:24.

FDC 8/4832 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. RNAV (GPS) RWY 9R, ORIG-A...LNAV/VNAV: DA 463 HAT 431 VIS RVR 5000 ALL CATS. LNAV MDA: 420/HAT 388 ALL CATS. 2008/08/25 21:24.

FDC 6/3485 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. VOR RWY 9R, AMDT 20...JEMDO FIX MINIMUMS NA. VDP MLB 2.8 DME.

MIAMI

Kendall-Tamiami Executive

FDC 8/0688 TMB FI/T KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9L, TEMPORARY CRANE 3,215 FROM DEPARTURE END OF RUNWAY, 794 LEFT OF CENTERLINE, 114 AGL/124 MSL.

Miami Intl

FDC 8/9436 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 27, ORIG.RNP 0.30 DA 558/HAT 550, VIS 1 1/2 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 2. TEMPORARY CRANE 292 MSL 4414 FEET EAST OF RWY 27.

FDC 8/8391 MIA FI/T MIAMI INTL, MIAMI, FL. LOC/DME RWY 8L, ORIG-A...S-8L MDA 460/HAT 453 ALL CATS. TEMPORARY CRANE 154 MSL 2.6 NM WEST OF RWY 8L.

FDC 8/7991 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 27, AMDT 24...S-ILS 27 DA 549/HAT 541, VIS 1 1/2 ALL CATS. TEMPORARY CRANE 310 MSL 2,180 FEET EAST OF RWY 27. TEMPORARY CRANE 292 MSL 4,413 FEET EAST OF RWY 27.

FDC 8/7988 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 27, AMDT 1...LPV DA 479/HAT 471 ALL CATS. LNAV/VNAV DA 631/HAT 623, VIS 1 3/4 ALL CATS. LNAV MDA 560/HAT 552 ALL CATS. VIS CAT E 1 1/2. VDP NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CATS A,B,C,D VISIBILITY TO 1 1/2 AND CAT E VISIBILITY TO 1 3/4. NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV VISIBILITY TO 2 1/4 ALL CATS AND LNAV CAT E TO 2. FIVE TEMPORARY CRANES 310 MSL BEGINNING 1,964 FEET SOUTH OF RWY 26R. FOUR TEMPORARY CRANE 185 MSL BEGINNING 6,079 FEET SOUTHEAST OF RWY 26R. TEMPORARY CRANE 292 MSL 4,414 FEET EAST OF RWY 27. THREE TEMPORARY CRANES 310 MSL BEGINNING 1,308 NORTH OF RWY 27.

FDC 8/7987 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 30, AMDT 1...S-ILS 30 DA 395/HAT 387, VIS RVR 6000 ALL CATS. TEMPORARY CRANE 310 MSL 1,691 FEET NORTH OF RWY 30. S-LOC 30 LOCALIZER UNUSABLE FROM .5 NM INBOUND TO THLD. DISTANCE FAF TO MAP: 4.3 NM. TIME DISTANCE TABLE: 60=4:18, 90=2:52, 120=2:09, 150=1:43, 180=1:26. MISSED APPROACH POINT: S-LOC 30 4.3 MILES AFTER BIRDD/I-DCX 6.3 DME/RADAR OR AT 2.0 DME.

FDC 8/7986 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 30, AMDT 1...LPV DA 411/HAT 403, VIS 1 1/2 ALL CATS. TEMPORARY CRANE 310 MSL 1,691 FEET NORTH OF RWY 30.

FDC 8/6220 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) RWY 9, ORIG-C...PROCEDURE NA.

FDC 8/3830 MIA FI/T MIAMI INTL, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 12, 200-1 OR STANDARD WITH CLIMB OF 434 FT PER NM TO 400. TEMPORARY CRANE 4788 FT FROM DEPARTURE END OF RWY, 1215 FT LEFT OF CENTERLINE, 19 7FT AGL/205 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/3829 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 30, ORIG...PROCEDURE NA. TEMPORARY CRANE 205 MSL 4939 FEET SE OF RWY 30.

FDC 8/3330 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 8R, AMDT 30...S-ILS 8R DA 450/HAT 442 ALL CATS. VIS RVR 5000 ALL CATS. S-LOC 8R VIS CAT A/B/C RVR 5000, CAT D RVR 6000. FOR INOPERATIVE MALSR, INCREASE S-ILS 8R VISIBILITY TO 1 1/2 ALL CATS. DISTANCE LAWNN TO MAP 3.24 NM OR AT 3.10 DME. VDP NA. TIME/DISTANCE TABLE: 60=3:14, 90=2:10, 120=1:37, 150=1:18, 180=1:05.

FDC 8/2230 MIA FI/T MIAMI INTL, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 9: 300-1 NOTE: RWY 9, TEMPORARY CRANE 4223 FT FROM DEPARTURE END OF RWY, 1282 FT RIGHT OF CENTERLINE, 285 FT AGL/292 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1643 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 26L, AMDT 1...LPV: DA 336/HAT 328 ALL CATS. VIS RVR 5000 ALL CATS. LNAV/VNAV: DA 579/HAT 571 ALL CATS. VIS 2 ALL CATS. LNAV: VIS CAT A/B RVR 4000, CAT C 1 1/2, CAT D 1 3/4. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO RVR 5000 AND LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS, LNAV/VNAV ALL CATS, AND LNAV CATS C AND D. TEMPORARY CRANE 219 MSL 1.09 NM NORTHEAST OF RWY 26R. FIVE TEMPORARY CRANES 310 MSL BEGINNING 1964 FEET SOUTH OF RWY 26R AND ONE TEMPORARY CRANE 292 MSL 4414 FEET EAST OF RWY 27.

FDC 8/1640 MIA FI/T MIAMI INTL, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 8L: 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 382 FT PER NM TO 400. TAKEOFF OBSTACLE NOTES: NOTE: RWY 8R, TEMPORARY CRANE 1,883 FT FROM DEPARTURE END OF RUNWAY, 540 FT RIGHT OF CENTERLINE, 62 FT AGL/70 FT MSL. TEMPORARY CRANE AND POWERLINES BEGINNING 1,503 FT FROM DEPARTURE END OF RUNWAY, 696 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. NOTE: RWY 8L, CRANE 3,408 FT FROM DEPARTURE END OF RUNWAY, 106 FT RIGHT OF CENTERLINE, 150 FT AGL/158 FT MSL. POWERLINES BEGINNING 5,630 FT FROM DEPARTURE END OF RUNWAY, 616 FT LEFT OF CENTERLINE, UP TO 108 FT AGL/116 FT MSL. TEMP CRANE 6490 FT FROM DEPARTURE END OF RUNWAY, 1342 FT LEFT OF CENTERLINE, 211 FT AGL/219 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1263 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) RWY 26R, AMDT 1...LPV DA 546/HAT 538, VIS 1 3/4 ALL CATS. LNAV/VNAV DA 579/HAT 571, VIS 2 ALL CATS. LNAV MDA 560/HAT 552 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. VDP NA. TEMPORARY CRANE 200 MSL 4801 FEET EAST OF RWY 26R. TEMPORARY CRANE 219 MSL 1.1 NM EAST OF RWY 26R. FIVE TEMPORARY CRANES 310 MSL BEGINNING 1964 FEET SOUTH OF RWY 26R.

FDC 8/1262 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 26L, ORIG...RNP 0.20 DA 474/HAT 466, VIS RVR 6000 ALL CATS. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.20 ALL CATS VISIBILITY TO RVR 6000, RNP 0.30 ALL CATS VISIBILITY TO 2. NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.20 ALL CATS VISIBILITY TO 1 1/2, RNP 0.30 ALL CATS VISIBILITY TO 2. TEMPORARY CRANE 219 MSL 1.1 NM EAST OF RWY 26R.

FDC 7/5301 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 26L, AMDT 15...S-ILS 26L DA 429/HAT 421, VIS 1 1/2 ALL CATS. S-LOC 26L VIS CAT A/B RVR 4000, CAT C 2, CAT D 2 1/4. INOPERATIVE TABLE DOES NOT APPLY TO CAT C. ALTERNATE MINIMUMS CAT D 800 - 2 1/4. CONST FIX MINIMUMS: S-LOC 26L MDA 600/HAT 592 ALL CATS. VIS CAT A/B RVR 4000, CAT C 1 1/2, CAT D 1 /34. INOPERATIVE TABLE DOES NOT APPLY TO CAT C. VDP NA. TEMPORARY CRANE 158 MSL 1656 FEET E OF RWY 26L. TEMPORARY CRANE 310 MSL 1908 FEET SW OF RWY 26L.

Opa- Locka Executive

FDC 8/2845 OPF FI/T OPA LOCKA, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DISREGARD ALL REFERENCE TO RWY 18 AND RWY 36. ALL OTHER DATA REMAIN AS PUBLISHED.

MILTON

Peter Prince Field

FDC 8/6097 2R4 FI/T PETER PRINCE FLD, MILTON, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 18, TREES BEGINNING 101 FT FROM END OF RUNWAY, 58 FT LEFT OF CENTERLINE, UP TO 93 FT AGL/163 FT MSL. TREES BEGINNING 1,012 FT FROM END OF RUNWAY, 7 FT RIGHT OF CENTERLINE, UP TO 83 FT AGL/153 FT MSL. POLE 710 FT FROM END OF RUNWAY, 171 FT LEFT OF CENTERLINE, 24 FT AGL, 106 FT MSL. POLES BEGINNING 868 FT FROM END OF RUNWAY, 60 FT RIGHT OF CENTERLINE, UP TO 24 FT AGL/109 FT MSL. RAILROAD 572 FT FROM END OF RUNWAY, 23 FT AGL/110 FT MSL. ROAD 548 FT FROM END OF RUNWAY, 17 FT AGL/94 FT MSL. RWY 36, TREE 32 FT FROM END OF RUNWAY, 485 FT LEFT OF CENTERLINE, 41 FT AGL/101 FT MSL. TREES BEGINNING 44 FT FROM END OF RUNWAY, 109 FT RIGHT OF CENTERLINE, UP TO 30 FT AGL/90 FT MSL.

FDC 8/6096 2R4 FI/T PETER PRINCE FLD, MILTON, FL. RNAV (GPS) RWY 36, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

NAPLES

Naples Muni

FDC 8/4315 APF FI/T NAPLES MUNI, NAPLES, FL. VOR RWY 23, AMDT 6C...S-23 MDA 580/HAT 572 ALL CATS. VIS CATS A AND B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 580/HAA 572 ALL CATS. DISREGARD NOTE INOPERATIVE TABLE DOES NOT APPLY TO CAT C. INOPERATIVE TABLE DOES NOT APPLY. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

FDC 8/4314 APF FI/T NAPLES MUNI, NAPLES, FL. RNAV (GPS) RWY 23, ORIG-A...CIRCLING MDA 580/HAA 572. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

FDC 8/4313 APF FI/T NAPLES MUNI, NAPLES, FL. VOR RWY 5, AMDT 5...S-5 MDA 580/HAT 572 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 580/HAA 572 ALL CATS. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

FDC 8/4312 APF FI/T NAPLES MUNI, NAPLES, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 23, TEMPORARY CRANE 5,054 FT FROM DEPARTURE END OF RUNWAY, 1,772 FT RIGHT OF CENTERLINE, 220 FT AGL/226 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4310 APF FI/T NAPLES MUNI, NAPLES, FL. RNAV (GPS) RWY 5, AMDT 1A...LNAV/VNAV DA 587/HAT 579, VIS 2 ALL CATS. LNAV MDA 540/HAT 532 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 580/HAA 572 ALL CATS. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

OCALA

Ocala Intl-Jim Taylor Field

FDC 8/7895 OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. RNAV (GPS) RWY 18, ORIG-B...PROCEDURE NA.

FDC 8/7894 OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. VOR RWY 36, AMDT 17...CIRCLING CAT D MDA 660/HAA 571.

FDC 8/3414 OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. RNAV (GPS) RWY 36, ORIG-A...LNAV/VNAV DA 478/HAT398, VIS 1 ALL CATS. CIRCLING MDA 580/HAA 491 CATS B/C. VDP NA.

FDC 6/7218 OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. NDB RWY 36, AMDT 5...S-36 MDA 660/HAT 580 ALL CATS. CIRCLING ALL CATS MDA 660/HAA 571.

FDC 6/7216 OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. ILS RWY 36, ORIG...S-LOC 36 MDA 620 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT D MDA 660/HAA 571.

ORLANDO

Executive

FDC 8/4531 ORL FI/T EXECUTIVE, ORLANDO, FL. ILS OR LOC RWY 7, AMDT 22B...MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 2000 DIRECT HERNY LOM AND HOLD, W, RT, 070 INBOUND. ADF REQUIRED. CHANGE NOTE TO READ: RADAR AND ADF REQUIRED.

FDC 8/4530 ORL FI/T EXECUTIVE, ORLANDO, FL. ILS OR LOC RWY 7, AMDT 22B...CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847. VIS CAT D 2 3/4. ILS ALTERNATE MINIMUMS CAT D 900-2 3/4. LOC ALTERNATE MINIMUMS CAT D 900-2 3/4. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

FDC 8/1136 ORL FI/T EXECUTIVE, ORLANDO, FL. RNAV (GPS) RWY 25 ORIG-A...LVAV: MDA 560/HAT 447 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. VDP NA. TEMPORARY CRANE, 295 MSL, 3610 FEET EAST OF RWY 31.

FDC 7/5973 ORL FI/T EXECUTIVE, ORLANDO, FL. VOR/DME RWY 7, AMDT 1B...PROCEDURE NA.

FDC 7/5875 ORL FI/T EXECUTIVE, ORLANDO, FL. RNAV (GPS) RWY 7, ORIG-B...CIRCLING MDA CAT D 960/HAA 847. VIS CAT D 2 3/4. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

FDC 7/4922 ORL FI/T EXECUTIVE, ORLANDO, FL. RNAV (GPS) RWY 25, ORIG-A...CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847. VIS CAT D 2 3/4. VDP NA. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

FDC 7/4921 ORL FI/T EXECUTIVE, ORLANDO, FL. LOC BC RWY 25, AMDT 21A...CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847. VIS CAT D 2 3/4. ALTERNATE MINIMUMS CAT D 900-2 3/4. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

FDC 7/4918 ORL FI/T EXECUTIVE, ORLANDO, FL. VOR/DME RWY 25, AMDT 2A...S-25: MDA 560/HAT 447 ALL CATS. VIS CAT D 1 1/2. CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847 CAT D. VIS CAT D 2 3/4. ALTERNATE MINIMUMS CAT D 900 2 3/4. VDP NA. TEMPORARY CRANE 253 MSL 4414 FEET SOUTHEAST OF RWY 25. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

Kissimmee Gateway

FDC 7/5462 ISM FI/T KISSIMMEE GATEWAY, ORLANDO, FL. ILS OR LOC RWY 15, ORIG...CHANGE PROFILE TO READ: WERPO I-ISM 10.5 DME/RADAR MINIMUM ALTITUDE 2000.

Orlando Intl

FDC 8/5968 MCO FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RWY 18L, AMDT 5D...VOR/DME RWY 18R, AMDT 5D...DISREGARD NOTE: ASR.

FDC 8/4260 MCO FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RWY 18L, AMDT 5D...S-18L MDA 580/HAT 484 ALL CATS CIRCLING MDA 760/HAA 464 ALL CATS UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/3679 MCO FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RWY 18R, AMDT 5D...S-18R: MDA 580/HAT 486 ALL CATS. CIRCLING: MDA 760/HAA 664 ALL CATS. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL 2777 EAST OF RWY 36R.

FDC 8/3678 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 36R, ORIG-B...LNAV/VNAV: DA 515/HAT 423 ALL CATS. CIRCLING: MDA 760/HAA 664 ALL CATS. VDP NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/3677 MCO FI/T ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 17L, ORIG-B...ILS OR LOC RWY 17R AMDT 4A...ILS OR LOC RWY 18R AMDT 7...ILS OR LOC RWY 35L AMDT 5A...ILS OR LOC RWY 35R ORIG-A...RNAV (GPS) RWY 18L AMDT 1...RNAV (GPS) RWY 18R ORIG-A...RNAV (GPS) RWY 35L ORIG-B...RNAV (GPS) RWY 35R ORIG-A...RNAV (GPS) RWY 36L AMDT 1...VOR/DME RWY 36L AMDT 5A...VOR/DME RWY 36R AMDT 10A...CIRCLING: MDA 760/HAA 664 ALL CATS. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL, 2777 FEET EAST OF RWY 36R.

FDC 8/3675 MCO FI/T ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 36R, AMDT 8...S-ILS 36R: DA 313/HAT 221 ALL CATS. CIRCLING: MDA 760/HAA 664 ALL CATS. VDP NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/3673 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 17R, ORIG-C...LNAV/VNAV: DA 594/HAT 504 ALL CATS. VIS RVR 6000 ALL CATS. LNAV: MDA 780/HAT 690 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 780/HAA 684 ALL CATS. VIS CAT C 2 CAT D 2 1/4. VDP NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/3672 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 17L, ORIG-B...LNAV/VNAV: DA 534/HAT 444 ALL CATS. VIS RVR 5000 ALL CATS. CIRCLING: MDA 760/HAA 664 ALL CATS. VDP NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/2315 MCO FI/T ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 35R, ORIG-A...S-LOC 35R MDA 660/HAT 570 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 394 MSL, 3.1 NM SOUTH OF RWY 35R.

FDC 8/2314 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 35L, ORIG-B...LNAV MDA 660/HAT 572 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 394 MSL, 3.1 NM SOUTH OF RWY 35R.

FDC 8/2313 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 35R, ORIG-A...LNAV MDA 660/HAT 570 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 394 MSL, 3.1 NM SOUTH OF RWY 35R.

FDC 7/4853 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 18R ORIG-A...LNAV/VNAV: DA 505/HAT 411 ALL CATS. LNAV: MDA 640/HAA 546 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 306 MSL 5.4 NM NORTH OF RWY 18R.

FDC 7/4852 MCO FI/T ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 18R AMDT 7...S-LOC 18R: MDA 640/HAA 546 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 306 MSL 5.4 NM NORTH OF RWY 18R.

FDC 7/4851 MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 18L AMDT 1...LNAV: MDA 640/HAA 544 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. VDP NA. TEMPORARY CRANE 306 MSL 5.4 NM NORTH OF RWY 18R.

Orlando Sanford Intl

FDC 8/2621 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 9R, ORIG...CHANGE ALL REFERENCE TO UGMAH TO JORVU. DELETE ALTERNATE MINIMUMS NOTE: NA WHEN CONTROL TOWER CLOSED.

FDC 8/2579 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 9L, AMDT 2...DELETE ALTERNATE MINIMUMS NOTE: NA WHEN CONTROL TOWER CLOSED.

FDC 8/2577 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 27R, AMDT 1...DELETE ALTERNATE MINIMUMS NOTE: NA WHEN CONTROL TOWER CLOSED.

FDC 8/0566 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. ILS OR LOC RWY 27R, AMDT 1...S-LOC 27R: MDA 500/HAT 450 ALL CATS. CAT C VIS 3/4, CAT D VIS 1. TEMPORARY CRANE 196 MSL 2.46 NM EAST OF RUNWAY 27R.

FDC 8/0545 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 27R, AMDT 1...LNAV MDA 500/HAT 450 ALL CATS, VIS CAT C 3/4. VDP NA. TEMPORARY CRANE 196 MSL 2.46 NM E OF RWY 27R.

PAHOKEE

Palm Beach Co Glades

FDC 8/3070 PHK FI/T PALM BEACH COUNTY GLADES, PAHOKEE, FL. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...ATC ASSIGNED ONLY.

PANAMA CITY

Panama City-Bay Co Intl

FDC 7/8641 PFN FI/T PANAMA CITY-BAY COUNTY INTL, PANAMA CITY, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 14, NUMEROUS TREES AND BUILDINGS FROM 445 FEET TO 2865 FEET FROM DEPARTURE END OF RUNWAY, 270 FEET TO 825 FEET LEFT AND RIGHT OF CENTERLINE, UP TO 80 FEET AGL/110 FEET MSL. RWY 23, TREE 379 FEET FROM DEPARTURE END OF RWY, 511 FEET LEFT OF CENTERLINE, 65 FEET AGL/72 FEET MSL, NUMEROUS TREES AND BUILDINGS FROM 730 FEET TO 1200 FEET FROM DEPARTURE END OF RUNWAY, 200 FEET TO 482 FEET RIGHT OF CENTERLINE, UP TO 65 FEET AGL/75 FEET MSL.

SARASOTA/BRADENTON

Sarasota/Bradenton Intl

FDC 8/9614 SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 32, AMDT 2...LNAV MDA 520/HAT 493 ALL CATS. CIRCLING CATS A/B/C MDA 560/HAA 530. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 206 MSL, 1419 FEET SOUTHEAST OF RWY 22.

FDC 8/9613 SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. ILS OR LOC RWY 14, AMDT 5...ILS OR LOC RWY 32 AMDT 7 RNAV (GPS) RWY 4 AMDT 1 RNAV (GPS) RWY 14 AMDT 2 VOR RWY 14 AMDT 17 CIRCLING CATS A/B/C MDA 560/HAA 530. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 206 MSL 1419 FEET SOUTHEAST OF RWY 22.

FDC 8/9612 SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 22, AMDT 1...LNAV MDA 520/HAT 496 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2 CIRCLING CATS A/B/C MDA 560/HAA 530. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 206 MSL 1419 FEET SOUTHEAST OF RWY 22.

ST AUGUSTINE

St Augustine

FDC 8/8408 SGJ FI/P ST AUGUSTINE, ST AUGUSTINE, FL. VOR RWY 13, ORIG...S-13 MDA 540/HAT 530 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 540 CATS A/B/C. CHART FAS OBST: 240 TOWER 300239N/0812523W CHANGE "DME MINIMUMS" TO READ "WAKIM FIX MINIMUMS". CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. WIKAM TO RW13: 3.42/44 CHART MINIMUM ALTITUDE AT WIKAM 540. THIS IS VOR RWY 13, ORIG-A.

ST PETERSBURG

Albert Whitted

FDC 8/2842 SPG FI/T ALBERT WHITTED, ST PETERSBURG, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 25, 300-1 TEMPORARY CRANE 212 MSL 2485 FT WEST OF RWY 7.

ST PETERSBURG-CLEARWATER

St Petersburg-Clearwater Intl

FDC 8/4537 PIE FI/T ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG/CLEARWATER, FL. VOR RWY 35R, ORIG-A...S-35R MINIMUMS NA BLOOP INT/DME MINIMUMS S-35R MINIMUMS NA.

TALLAHASSEE

Tallahassee Rgnl

FDC 8/1478 TLH FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. VOR/DME OR TACAN RWY 36, ORIG...VOR/DME PORTION NA.

FDC 8/1477 TLH FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. VOR RWY 18, AMDT 11...PROCEDURE NA.

TALLAHASSEE /HAVANA/

Tallahassee Commercial

FDC 8/1480 68J FI/T TALLAHASSEE COMMERCIAL, TALLAHASSEE/HAVANA, FL. VOR OR GPS A, AMDT 5B...VOR PORTION NA.

FDC 7/3179 68J FI/T TALLAHASSEE COMMERCIAL, TALLAHASSEE/HAVANA, FL. VOR OR GPS A, AMDT 5B...TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 16, 300 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 344 FT PER NM TO 500. NOTE: RWY 16, TRUCK ON ROAD 20 FT FROM DEPARTURE END OF RWY 134 FT RIGHT OF CENTERLINE, 19 FT AGL/184 FT MSL. ANTENNA 5534 FT FROM DEPARTURE END OF RUNWAY, 202 FT LEFT OF CENTERLINE, 199 FT AGL/315 FT MSL.

TAMPA

Peter O Knight

FDC 8/5837 TPF FI/T PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 21 ORIG...NDB RWY 3 AMDT 11...CIRCLING: CAT B/C MDA 760/HAA 752. VIS CAT B 1 1/4, CAT C 2 1/4. ALTERNATE MINIMUMS: CAT C 800-2 1/4. TEMPORARY CRANE 410 MSL 1.3 NM EAST OF RWY 35.

Tampa Intl

FDC 7/6820 TPA FI/T TAMPA INTL, TAMPA, FL. RNAV (GPS) RWY 9, ORIG-A...LNAV MDA 560/HAT 540 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 250 MSL 1.57 NM SE OF RWY 9.

FDC 6/5960 TPA FI/T TAMPA INTL, TAMPA, FL. VOR RWY 9, AMDT 8...PROCEDURE NA.

TITUSVILLE

Arthur Dunn Air Park

FDC 8/5288 X21 FI/P ARTHUR DUNN AIRPARK, TITUSVILLE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1...TAKE-OFF MINIMUMS RWY 15, 700-2 OR STANDARD WITH A MINIMUM CLIMB OF 350 FEET PER MILE TO 700. NOTE: MULTIPLE TOWERS BEGINNING 1.52 NM FROM DEPARTURE END OF RUNWAY, 1140 FEET LEFT OF CENTERLINE, UP TO 399 FEET AGL/419 FEET MSL. TAKE-OFF RWY 33: STANDARD. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. REASON: IDENTIFY NEW CONTROLLING OBSTACLE. TOWER 370 FEET MSL (12-000404) 1.52 NM FROM DEPARTURE END OF RUNWAY, 1140 FEET LEFT OF CENTERLINE AT 283547.00N-0804908.00W AND TOWER 419 MSL (12-0002810) AT 283536.00N-0804900.00W.

FDC 8/0077 X21 FI/T ARTHUR DUNN AIRPARK, TITUSVILLE, FL. GPS RWY 15, ORIG-B...GPS RWY 33, ORIG-B...PROCEDURE NA.

FDC 8/0075 X21 FI/T ARTHUR DUNN AIRPARK, TITUSVILLE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

Space Coast Rgnl

FDC 8/3236 TIX FI/T SPACE COAST REGIONAL, TITUSVILLE, FL. GPS RWY 9, ORIG-C...PROCEDURE NA.

FDC 6/3950 TIX FI/T SPACE COAST REGIONAL, TITUSVILLE, FL. NDB OR GPS RWY 18, AMDT 12A...NDB PORTION NA. S-18 MDA 500/HAT 468 ALL CATS. GEIGER LAKE (GGL) NDB TO RW18: 3.12/55. MELBOURNE INTL ALTIMETER SETTING MINIMUMS S-18 MDA 560/HAT 528, VIS CAT D 1 3/4. ANTENNA 2.16 NM NORTH OF RWY 18.

WAUCHULA

Wauchula Muni

FDC 8/6558 CHN FI/T WAUCHULA MUNI, WAUCHULA, FL. NDB RWY 36, ORIG...PROCEDURE NA.

WEST PALM BEACH

Palm Beach Intl

FDC 6/5954 PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 31, STANDARD. TAKEOFF OBSTACLE NOTES: RWY 31, MULTIPLE TREES BEGINNING 1108 FT FROM DER, 548 FT RIGHT OF CENTLINE, UP TO 75 FT AGL/89 FT MSL. MULTIPLE TREES BEGINNING 1993 FT FROM DER, 444 FT LEFT OF CENTERLINE, UP TO 69 FT AGL/88 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

ZEPHYRHILLS

Zephyrhills Muni

FDC 8/1978 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 4, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING EJUDA TO RWY 4 3.00/32 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1977 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 18, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING. WOVLU TO RWY 18 3.00/40 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1976 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 36, ORIG-A...NDB RWY 4, ORIG...NDB RWY 22, ORIG...NDB RWY 36, ORIG...NDB RWY 18, ORIG...DISREGARD NOTE TO USE TAMP INTL ALTIMETER SETTING VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1975 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 22, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING COJBI TO RWY 22 3.00/32 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

GEORGIA

ALBANY

Southwest Georgia Rgnl

FDC 8/6002 ABY FI/T SOUTHWEST GEORGIA REGIONAL, ALBANY, GA. LOC BC RWY 22, AMDT 7A...CIRCLING MDA CAT C 800/HAA 603, CIRCLING VISIBILITY CAT C 1 3/4.

ATLANTA

Cobb County-Mc Collum Field

FDC 8/8678 RYY FI/T COBB COUNTY-MC COLLUM FIELD, ATLANTA, GA. ILS OR LOC RWY 27, AMDT 2A...RNAV (GPS) RWY 9, AMDT 2...RNAV (GPS) RWY 27, AMDT 2...VOR/DME RWY 9, AMDT 1A...PROCEDURE NA.

FDC 8/8677 RYY FI/T COBB COUNTY-MC COLLUM FIELD, ATLANTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

Dekalb-Peachtree

FDC 8/8897 PDK FI/T DEKALB-PEACHTREE, ATLANTA, GA. RNAV (GPS) Y RWY 20L, ORIG-A...LNAV VIS CATS A/B 1. INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B/C.

FDC 8/8580 PDK FI/T DEKALB-PEACHTREE, ATLANTA, GA. ILS OR LOC RWY 20L, AMDT 7E...S-ILS 20L VIS 1 ALL CATS. S-LOC 20L VIS CATS A/B 1. INOPERATIVE TABLE DOES NOT APPLY TO LOCALIZER CATS A/B/C.

Fulton County Airport-Brown Field

FDC 6/9295 FTY FI/T FULTON COUNTY ARPT-BROWN FIELD, ATLANTA, GA. ILS RWY 8, AMDT 16...S-ILS 8 UNUSABLE BEYOND 25 DEGREES LEFT OF COURSE.

Hartsfield - Jackson Atlanta Intl

FDC 8/9683 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 8L, ORIG...RNAV (RNP) Z RWY 8R, ORIG...RNAV (RNP) Z RWY 9L, ORIG...RNAV (RNP) Z RWY 9R, ORIG...PROCEDURE NA. TEMPORARY CRANE 1270 MSL 5337 FEET W OF RWY 8R.

FDC 8/9678 ATL FI/T ATLANTA HARTSFIELD-JACKSON INTL, ATLANTA, GA. ILS PRM RWY 8R, ORIG...S-ILS 8R DA 1508/HAT 484, VIS 1 3/4 ALL CATS. TEMPORARY CRANE 1270 MSL 5337 FEET W OF RWY 8R.

FDC 8/1312 ATL FI/P HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9R (CAT III) (SIMULTANEOUS CLOSE PARALLEL), ORIG-A...CORRECT PLANVIEW AND PROFILE VIEW: CHANGE SPELLING OF INTERSECTION TO TIZZY VICE TUZZY.

FDC 8/1311 ATL FI/P HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9R (CAT II) (SIMULTANEOUS CLOSE PARALLEL), ORIG-A...CORRECT PLANVIEW AND PROFILE VIEW: CHANGE SPELLING OF INTERSECTION TO TIZZY VICE TUZZY.

FDC 8/1308 ATL FI/P HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL), ORIG-A...CORRECT PLANVIEW AND PROFILE VIEW: CHANGE SPELLING OF INTERSECTION TO TIZZY VICE TUZZY.

FDC 8/1307 ATL FI/P HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. ILS RWY 9R (CAT II), AMDT 17B. CORRECT PLANVIEW AND PROFILE VIEW: CHANGE SPELLING OF INTERSECTION TO TIZZY VICE TUZZY.

FDC 8/1306 ATL FI/P HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 9R, AMDT 17B. CORRECT PLANVIEW AND PROFILE VIEW: CHANGE SPELLING OF INTERSECTION TO TIZZY VICE TUZZY.

FDC 8/1305 ATL FI/P HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. ILS RWY 9R (CAT III), AMDT 17B. CORRECT PLANVIEW AND PROFILE VIEW: CHANGE SPELLING OF INTERSECTION TO TIZZY VICE TUZZY.

FDC 8/1234 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS RWY 26L, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 378 FEET PER NM TO 1400, ALL OTHER DATA REMAINS AS PUBLISHED.. ADD NOTE: RWY 26L, MULTIPLE TEMPORARY CRANE BEGINNING 4437 FEET FROM DER, 1083 FEET LEFT OF CENTERLINE UP TO 140 FEET AGL/1270 FEET MSL. ADD NOTE: RWY 27R, TEMPORARY CRANE 4982 FEET FROM DER, 1621 FEET RIGHT OF CENTERLINE, 147 FEET AGL/1162 FEET MSL.

FDC 8/1233 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 8L, AMDT 2...LNAV/VNAV DA 1578/HAT 563, VIS 1 1/2 ALL CATS. LNAV MDA 1560/HAT 545 ALL CATS. VDP NA. TEMPORARY CRANE 1270 MSL 5410 FEET SW OF RWY 8L. TEMPORARY CRANE 1293 MSL 3282 FEET S OF RWY 8L.

FDC 8/1231 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 10, AMDT 1...LNAV/VNAV DA 1496/HAT 496, VIS RVR 6000 ALL CATS. TEMPORARY CRANE 1215 MSL 1.44 NM NW OF RWY 10.

FDC 8/1230 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 27R, AMDT 2...LPV DA 1305/HAT 320, VIS RVR 5000 ALL CATS. AREA OF TEMPORARY CRANE ACTIVITY 1295 MSL BEGINNING 3164 FEET NW OF RWY 27R.

FDC 8/1222 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 27R, ORIG...RNP 0.11* VIS RVR 5000 ALL CATS. RNP 0.11 VIS RVR 6000 ALL CATS. RNP 0.15 VIS 1 1/2 ALL CATS. RNP 0.30 VIS 1 3/4 ALL CATS. DISREGARD MALS INOPERATIVE NOTE. AREA OF TEMPORARY CRANE ACTIVITY 1295 MSL BEGINNING 3164 FEET NW OF RWY 27R.

FDC 8/1221 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 27R, ORIG...S-ILS 27R DA 1305/HAT 320, VIS RVR 5000 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 27R. AREA OF TEMPORARY CRANE ACTIVITY 1295 MSL BEGINNING 3164 FEET NW OF RWY 27R.

FDC 8/1219 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 27R, AMDT 4A...S-ILS 27R DA 1305/HAT 320, VIS RVR 5000 ALL CATS. S-LOC 27R MDA 1480/HAT 495 ALL CATS. SIDESTEP RWY 27L MDA 1480/HAT 481. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 27R. AREA OF TEMPORARY CRANE ACTIVITY 1295 MSL BEGINNING 3164 FEET NW OF RWY 27R.

FDC 8/1217 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 26R, AMDT 4A...S-LOC 26R MDA 1480/HAT 490 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000. SIDESTEP RWY 26L MDA 1480/HAT 485 ALL CATS. VDP NA. TEMPORARY CRANE 1192 MSL 2002 FEET N OF RWY 26R.

FDC 8/1216 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 27L, ORIG...RNP 0.11 DA 1409/HAT 410, VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.11 ALL CATS VISIBILITY TO 1 1/2. VISIBILITY REDUCTION BY HELICOPTERS NA. AREA OF TEMPORARY CRANE ACTIVITY 1295 MSL BEGINNING 2219 FEET N OF RWY 27L.

FDC 8/1215 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 27L, AMDT 2...LNAV/VNAV DA 1545/HAT 546, VIS 1 1/2 ALL CATS. TEMPORARY CRANE 1295 MSL 2880 FEET N OF RWY 27L.

FDC 8/1214 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 8R, AMDT 2...LPV DA 1507/HAT 483, VIS 1 3/4 ALL CATS. LNAV/VNAV DA 1576/HAT 552, VIS 2 ALL CATS. LNAV MDA 1560/HAT 536 ALL CATS. VDP NA. TEMPORARY CRANE 1270 MSL 5337 FEET W OF RWY 8R. TEMPORARY CRANE 1293 MSL 2442 FEET S OF RWY 8R.

FDC 8/1213 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 8R, AMDT 59A...S-ILS 8R DA 1508/HAT 484, VIS 1 3/4 ALL CATS. S-LOC 8R MDA 1520/HAT 496, VIS CAT A-B RVR 5000, CAT C RVR 6000, CAT D 1 1/2, CAT E 1 3/4. SIDESTEP RWY 8L MDA 1520/HAT 505, VIS CAT A-B RVR 6000, CAT C 1 1/2, CAT D 1 3/4, CAT E 2. TEMPORARY CRANE 1270 MSL 5337 FEET W OF RWY 8R.

FDC 8/1209 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 9R, AMDT 2...LNAV/VNAV DA 1508/HAT 482, VIS RVR 6000 ALL CATS. LNAV MDA 1560/HAT 534, VIS CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 1215 MSL 5800 FEET WNW OF RWY 9R. TEMPORARY CRANE 1293 MSL 3741 FEET NE OF RWY 9R.

FDC 8/1208 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 28, AMDT 1...LNAV MDA 1560/HAT 562 ALL CATS, VIS CAT A-B VIS RVR 2400, CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE ACTIVITY UP TO 1195 MSL BEGINNING 1 NM N OF RWY 28.

FDC 8/1207 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 9L, AMDT 8B...S-ILS 9L DA 1269/HAT 250, VIS RVR 4000 ALL CATS. S-LOC 9L, VIS CAT A-B RVR 4000. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9L OR S-LOC 9L CAT A AND B. MULTIPLE TEMPORARY CRANE ACTIVITY UP TO 1152 MSL BEGINNING 8458 FEET E OF RWY 9L.

FDC 8/1205 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 9L, AMDT 2...LPV DA 1269/HAT 250, VIS RVR 4000 ALL CATS. LNAV/VNAV DA 1520/HAT 501, VIS 1 3/4 ALL CATS. LNAV MDA 1560/HAT 541, VIS CAT CAT C RVR 5000, CAT D RVR 6000. INOPERATIVE TABLE DOES NOT APPLY TO LPV, LNAV/VNAV, AND LNAV CAT A AND B. FOR INOPERATIVE MALSR, INCREASE LNAV CAT A-B VIS TO RVR 5000. VDP NA. MULTIPLE TEMPORARY CRANE ACTIVITY UP TO 1152 MSL BEGINNING 1.39 NM E OF RWY 9L. TEMPORARY CRANE 1293 MSL 2848 FEET NW OF RWY 9L TEMPORARY CRANE 1270 MSL 4174 FEET NE OF RWY 9L..

FDC 8/1204 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9L, ORIG-A...S-ILS DA 1269/HAT 250, VIS RVR 4000 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9L. MULTIPLE TEMPORARY CRANE ACTIVITY UP TO 1152 MSL BEGINNING 1.39 NM E OF RWY 9L.

FDC 8/1203 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 26L, AMDT 19A...S-LOC 26L MDA 1500/HAT 505 ALL CATS, VIS CAT C-D RVR 5000, CAT E RVR 6000. SIDESTEP RWY 26R MDA 1500/HAT 510 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-LOC 26L CAT E VIS TO 1 3/4.

Newnan Coweta County

FDC 8/0783 CCO FI/T NEWNAN COWETA COUNTY, ATLANTA, GA. RNAV (GPS) RWY 14, ORIG-A...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

AUGUSTA

Augusta Rgnl At Bush Field

FDC 8/4583 AGS FI/T AUGUSTA RGNL AT BUSH FIELD, AUGUSTA, GA. ILS OR LOC RWY 17, AMDT 8A...S-ILS 17: DECISION ALT 613/HAT 468, VIS RVR 5000 ALL CATS. S-LOC 17: VIS CATS A/B RVR 4000. NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 17 ALL CATS VISIBILITY TO 1 1/2 AND S-LOC 17 CATS A/B VISIBILITY TO RVR 5000. TEMPORARY CRANE 320 MSL 5515 FEET NORTH OF RWY 17.

FDC 8/3369 AGS FI/T AUGUSTA RGNL AT BUSH FIELD, AUGUSTA, GA. RADAR-1, AMDT 8...ASR 17: MDA 680/HAT 535 ALL CATS. VIS CAT A/B RVR 4000. NOTE: FOR INOPERATIVE MALSR, INCREASE ASR 17 CATS A/B VISIBILITY TO RVR 5000. TEMPORARY CRANE 320 MSL 5515 FT NORTH OF RWY 17.

FDC 8/3368 AGS FI/T AUGUSTA RGNL AT BUSH FIELD, AUGUSTA, GA. RNAV (GPS) RWY 17, AMDT 1...LPV DECISION ALT 655/HAT 510, VIS RVR 6000 ALL CATS. LNAV/VNAV DECISION ALT 714/HAT 569 ALL CATS. LNAV CATS A/B VIS RVR 4000. NOTE: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 3/4 AND INCREASE LNAV CATS A/B VISIBILITY TO RVR 5000. TEMPORARY CRANE 320 MSL 5515 FT NORTH OF RWY 17.

FDC 8/3366 AGS FI/T AUGUSTA RGNL AT BUSH FIELD, AUGUSTA, GA. VOR/DME RWY 17, AMDT 3...S-17: VIS CAT A RVR 4000. NOTE: FOR INOPERATIVE MALSR, INCREASE S-17 CAT A VISIBILITY TO RVR 5000. TEMPORARY CRANE 320 MSL 5515 FT NORTH OF RWY 17.

FDC 8/0559 AGS FI/T AUGUSTA REGIONAL AT BUSH FIELD, AUGUSTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 35, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 356 FT PER NM TO 500. TEMPORARY CRANE 5505 FT FROM DEPARTURE END OF RWY, 324 FT LEFT OF CENTERLINE, 200 FT AGL/320 FT MSL. TEMPORARY CRANE 6057 FT FROM DEPARTURE END OF RWY, 1262 FT LEFT OF CENTERLINE, 200 FT AGL/355 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Daniel Field

FDC 8/3725 DNL FI/T DANIEL FIELD, AMDT 5, AUGUSTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 11, TEMPORARY CRANE 2084 FEET FROM DEPARTURE END OF RUNWAY, 108 FEET LEFT OF CENTERLINE, 87 AGL/477 MSL. NOTE: RWY 5, TEMPORARY CRANE 907 FEET FROM DEPARTURE END OF RUNWAY, 2 FEET RIGHT OF CENTERLINE, 120 AGL/555 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 7/5500 DNL FI/T DANIEL FIELD, AUGUSTA, GA. RADAR-1, AMDT 7B...S-29 MDA 920/HAT 498 ALL CATS. CIRCLING CATS A/B/C MDA 980/HAA 557. TEMP CRANE 617 MSL 1464 FEET N OF RWY 29.

FDC 7/5499 DNL FI/T DANIEL FIELD, AUGUSTA, GA. VOR/DME OR GPS B, ORIG-A...NDB/DME OR GPS C, AMDT 3...CIRCLING CATS A/B/C MDA 980/HAA 557. TEMP CRANE 617 MSL 1464 FEET N OF RWY 29.

BAINBRIDGE

Decatur County Industrial Air Park

FDC 8/1479 BGE FI/T DECATUR CO INDUSTRIAL AIR PARK, BAINBRIDGE, GA. VOR A, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

BLAKELY

Early County

FDC 8/2841 BIJ FI/T EARLY COUNTY, BLAKELY, GA. RNAV (GPS) RWY 23, AMDT 1...LNAV VIS CAT A/B 1. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP N/A. INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/2840 BIJ FI/T EARLY COUNTY, BLAKELY, GA. LOC/NDB RWY 23, AMDT 1...S-23 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/2839 BIJ FI/T EARLY COUNTY, BLAKELY, GA. RNAV (GPS) RWY 5, AMDT 1...LNAV MDA 800/HAA 586 ALL CATS. CIRCLING MDA 800/HAA 586 ALL CATS. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA.

BRUNSWICK

Brunswick Golden Isles

FDC 8/1934 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. ILS OR LOC RWY 7, AMDT 9...S-LOC 7 MDA 440/HAT 414 ALL CATS. VIS CAT C 3/4.

FDC 7/2864 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. VOR/DME B, AMDT 8...ALTERNATE MINIMUMS NA.

Malcolm Mc Kinnon

FDC 7/2863 SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. VOR RWY 4, AMDT 16...ALTERNATE MINIMUMS NA.

CAIRO

Cairo-Grady County

FDC 8/8644 70J FI/T CAIRO-GRADY COUNTY, CAIRO, GA. NDB RWY 13, AMDT 4...MOULTRIE AWOS 118.925 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8640 70J FI/T CAIRO-GRADY COUNTY, CAIRO, GA. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG...MOULTRIE AWOS 118.925 34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8639 70J FI/T CAIRO-GRADY COUNTY, CAIRO, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 13: TREES BEGINNING 37 FT FROM DEPARTURE END OF RUNWAY, 53 FT LEFT OF CENTERLINE UP TO 35 FT AGL/273 FT MSL. TREES BEGINNING 203 FT FROM DEPARTURE END OF RUNWAY, 38 FT RIGHT OF CENTERLINE UP TO 35 FT AGL/285 FT MSL. RWY 31: TREES BEGINNING 1,777 FT FROM DEPARTURE END OF RUNWAY, 73 FT LEFT OF CENTERLINE UP TO 35 FT AGL/334 FT MSL. TREES BEGINNING 277 FT FROM DEPARTURE END OF RUNWAY, 6 FT RIGHT OF CENTERLINE UP TO 35 FT AGL/335 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CAMILLA

Camilla-Mitchell County

FDC 8/7039 CXU FI/T CAMILLA-MITCHELL COUNTY, CAMILLA, GA. RNAV (GPS) RWY 26, ORIG...PROCEDURE NA.

CANON

Franklin County

FDC 8/0721 18A FI/T FRANKLIN COUNTY, CANON, GA. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...PROCEDURE NA AT NIGHT.

CANTON

Cherokee County

FDC 8/1313 47A FI/P CHEROKEE COUNTY, CANTON, GA. NDB RWY 4, AMDT 3...CHANGE ALL REFERENCE TO CANTON NDB TO CHERO NDB. THIS IS NDB RWY 4, AMDT 3A.

CARROLLTON

West Georgia Rgnl - O V Gray Field

FDC 8/9759 CTJ FI/T WEST GEORGIA REGIONAL-O V GRAY FIELD, CARROLLTON, GA. ILS OR LOC/NDB RWY 35, ORIG...S-LOC 35: MDA 1500/HAT 360 ALL CATS.

FDC 8/9758 CTJ FI/T WEST GEORGIA REGIONAL-O V GRAY FIELD, CARROLLTON, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35 200-1 OR STANDARD WITH A MINIMUM CLIMB GRADIENT OF 283 FT PER NM TO 1400. DEPARTURE PROCEDURE: RWY 35, CLIMB HEADING 348 TO 1900 BEFORE TURNING ON COURSE. NOTE: RWY 35, TREES BEGINNING 123 FT FROM END OF RUNWAY, 3 FT LEFT OF CENTERLINE UP TO 100 AGL/1283 FT MSL. ROAD 2489 FT FROM END OF RUNWAY, 477 FT LEFT OF CENTERLINE 17 FT AGL/1235 FT MSL. TREES BEGINNING 1189 FT FROM END OF RUNWAY, 126 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/ 1283 FT MSL.

FDC 8/9757 CTJ FI/T WEST GEORGIA REGIONAL-O V GRAY FIELD, CARROLLTON, GA. RNAV (GPS) RWY 17, ORIG...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

COLUMBUS

Columbus Metropolitan

FDC 7/8513 CSG FI/T COLUMBUS METROPOLITAN, COLUMBUS, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 24, STANDARD WITH A MINIMUM CLIMB OF 230 FT PER NM TO 1800.

FDC 7/7454 CSG FI/T COLUMBUS METROPOLITAN, COLUMBUS, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD TEMPORARY CRANE TO OBSTACLE LIST. NOTE: RWY 31, TEMPORARY CRANE 922 FEET FROM DEPARTURE END OF RUNWAY, 246 FEET LEFT OF CENTERLINE, 30 FEET AGL/433 FEET MSL.

CORDELE

Crisp County-Cordele

FDC 6/5273 CKF FI/T CRISP COUNTY-CORDELE, CORDELE, GA. LOC RWY 10, ORIG-B...TERMINAL ROUTE LILLY INT TO CONEY (OHY) NDB COURSE 142.39.

CORNELIA

Habersham County

FDC 8/8481 AJR PART 1 OF 2 FI/T HABERSHAM COUNTY, CORNELIA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6, 500 - 2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 2100. RWY 24, STANDARD WITH MINIMUM CLIMB OF 210 FEET PER NM TO 1900. NOTES: RWY 06: MULTIPLE TREES BEGINNING 149 FEET FROM DEPARTURE END OF RUNWAY, 103 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1575 FEET MSL. MULTIPLE TREES BEGINNING 68 FEET FROM DEPARTURE END OF RUNWAY, 5 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1558 FEET MSL. BUILDING 2530 FEET FROM DEPARTURE END OF RUNWAY, 557 FEET LEFT OF CENTERLINE, 58 FEET AGL/1531 FEET MSL. BUILDING 1510 FEET FROM DEPARTURE END OF RUNWAY, 55 FEET RIGHT OF CENTERLINE, 68 FEET AGL/1502 FEET MSL. UTILITY TANK 4279 FEET FROM DEPARTURE END OF RUNWAY, 736 FEET RIGHT OF CENTERLINE, 123 FEET AGL/1606 FEET MSL. ALL OTHER DATA REMAINS THE SAME. RWY 24: MULTIPLE TREES BEGINNING 747 FEET FROM DEPARTURE END OF RUNWAY, 6 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1491 FEET MSL. MULTIPLE TREES BEGINNING 517 FEET FROM DEPARTURE END OF END PART 1 OF 2.

FDC 8/7942 AJR FI/T HABERSHAM COUNTY, CORNELIA, GA. NDB RWY 6, AMDT 1C...S-6 MDA 2280/HAT 833 ALL CATS. CAT B VIS 1 1/4, CAT C VIS 2 1/2 CIRCLING MDA 2280/HAA 832 ALL CATS. CAT B VIS 1 1/4, CAT C VIS 2 1/2 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7827 AJR FI/T HABERSHAM COUNTY, CORNELIA, GA. RNAV (GPS) RWY 6, ORIG...PROCEDURE NA.

DALTON

Dalton Muni

FDC 8/9738 DNN FI/P DALTON MUNI, DALTON, GA. ILS OR LOC RWY 14, ORIG-A. CORRECT MINIMA: CHANGE CIRCLING MINIMA CAT C VISIBILITY TO 1.5 VICE 1.

FDC 8/3536 DNN FI/T DALTON MUNI, DALTON, GA. RNAV (GPS) RWY 14, ORIG-A...LPV DA NA. LNAV/VNAV VIS CAT A/B 1, CAT C 1 1/2, CAT D 1 3/4. LNAV VIS CAT A-B 1, CAT C 1 1/2, CAT D 1 3/4. INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/2267 DNN FI/T DALTON MUNI, DALTON, GA. RNAV (GPS) RWY 32, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1041 DNN FI/T DALTON MUNI, DALTON, GA. ILS OR LOC RWY 14, ORIG-A...MISSED APPROACH: CLIMB TO 4000 VIA HEADING 140 AND RIGHT TURN VIA RMG R-024 TO RMG VORTAC AND HOLD S, LT, 349 INBOUND. S-ILS 14 VIS 1 ALL CATS. S-LOC 14 VIS CAT A/B 1, CAT C 1-1/2, CAT D 1-3/4. INOPERATIVE TABLE DOES NOT APPLY.

DUBLIN

W H 'Bud' Barron

FDC 7/8201 DBN FI/T W H BUD BARRON, DUBLIN, GA. ILS OR LOC RWY 2, AMDT 2...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2100 VIA HEADING 250.00 AND MCN VORTAC R-099 TO APELE INT/MCN 23.00 DME AND HOLD.

EASTMAN

Heart Of Georgia Rgnl

FDC 7/8203 EZM FI/T HEART OF GEORGIA REGIONAL, EASTMAN, GA. ILS OR LOC RWY 2, AMDT 1...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 DIRECT EZM NDB AND HOLD. (ADF REQUIRED).

FITZGERALD

Fitzgerald Muni

FDC 8/1649 FZG FI/T FITZGERALD MUNI, FITZGERALD, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH A MINIMUM CLIMB GRADIENT OF 250 FT PER NM TO 1000. RWY 15/33 NA. NOTE: RWY 19, TREES BEGINNING 192 FT FROM END OF RUNWAY, 453 FT LEFT OF CENTERLINE UP TO 90 FT AGL/416 FT MSL. TREES BEGINNING 611 FT FROM END OF RUNWAY, 409 FT RIGHT OF CENTERLINE UP TO 90 FT AGL/398 FT MSL.

FDC 8/1636 FZG FI/T FITZGERALD MUNI, FITZGERALD, GA. LOC RWY 1, ORIG-A...NDB OR GPS RWY 1, ORIG-A...CIRCLING MDA CATS A/B/C 880/HAA 515.

GRIFFIN

Griffin-Spalding County

FDC 8/7676 6A2 FI/T GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. GPS RWY 14, ORIG-A...S-14 MDA 1480/HAT 522 ALL CATS. CIRCLING CAT A MDA 1480/HAA 522. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7675 6A2 FI/T GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. GPS RWY 32, ORIG-A...S-32 MDA 1300/HAT 344 ALL CATS. CIRCLING CAT A MDA 1460/HAA 502. VGSI AND DESCENT ANGLES NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7674 6A2 FI/T GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. NDB RWY 32, ORIG-A...S-32 MDA 1560/HAT 604 ALL CATS. VGSI AND DESCENT ANGLE NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA.

HOMERVILLE

Homerville

FDC 8/1412 HOE FI/T HOMERVILLE, HOMERVILLE, GA. NDB OR GPS RWY 14, AMDT 1A...DESCENT ANGLE MUZLR TO RW14 3.31 DEGREES, TCH 55. VISIBILITY REDUCTION BY HELICOPTERS NA. VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/1411 HOE FI/T HOMERVILLE, HOMERVILLE, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 14, 500-3 OR STANDARD WITH MINIMUM CLIMB OF 240 FEET PER NM TO 800. RWY 32, STANDARD. NOTES: RWY 14: MULTIPLE TREES BEGINNING 114 FEET FROM DEPARTURE END OF RUNWAY, 492 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/276 FEET MSL. MULTIPLE TREES BEGINNING 2023 FEET FROM DEPARTURE END OF RUNWAY, 183 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/268 FEET MSL. TOWER 2807 FEET FROM DEPARTURE END OF RUNWAY, 446 FEET LEFT OF CENTERLINE, 100 FEET AGL/287 FEET MSL. RWY 32: MULTIPLE TREES BEGINNING 129 FEET FROM DEPARTURE END OF RUNWAY, 395 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/263 FEET MSL. MULTIPLE TREES BEGINNING 322 FEET FROM DEPARTURE END OF RUNWAY, 323 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/267 FEET MSL.

LAFAYETTE

Barwick Lafayette

FDC 8/9338 9A5 FI/T BARWICK LAFAYETTE, LAFAYETTE, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 2, 1500-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 2200. RWY 20, 500-3 OR STANDARD WITH A MINIMUM CLIMB OF 465 FEET PER NM TO 1300. NOTE: RWY 2, TRAIN ON RAILROAD TRACK, 39 FT FROM DEPARTURE END OF RWY, 241 FT LEFT OF CENTERLINE, 23 FT AGL/809 FT MSL. BUILDING, 418 FT FROM DEPARTURE END OF RWY, 191 FT LEFT OF CENTERLINE, 40 FT AGL/849 FT MSL. TREES BEGINNING 4420 FT FROM DEPARTURE END OF RWY 1171 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/919 FT MSL. TREES BEGINNING 5609 FT FROM DEPARTURE END OF RWY, 372 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/919 FT MSL. NOTE: RWY 20, TRAIN ON RAILROAD TRACK, 46 FT FROM DEPARTURE END OF RWY, 323 FT RIGHT OF CENTERLINE, 23 FT AGL/809 FT MSL. BUILDINGS BEGINNING 1602 FT FROM DEPARTURE END OF RWY, 907 FT RIGHT OF CENTERLINE, UP TO 25 FT AGL/825 FT MSL. VEHICLES ON ROADWAY, 1021 FT FROM DEPARTURE END OF RWY, 104 FT LEFT OF CENTERLINE, 15 FT AGL/802 FT MSL. TREES BEGINNING 1991 FT FROM DEPARTURE END OF RWY, 682 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1182 FT MSL.

FDC 7/6304 9A5 FI/T BARWICK LAFAYETTE, LAFAYETTE, GA. RNAV (GPS) RWY 20, ORIG...LNAV MDA 1600/HAT 826 VDP NA CHATTANOOGA, TN., LOVELL FIELD ALTIMETER SETTING MINIMUMS; LNAV MDA 1680/HAT 906 VIS 1 1/4.

LAGRANGE

Lagrange-Callaway

FDC 8/7499 LGC FI/T LAGRANGE-CALLAWAY, LAGRANGE, GA. ILS OR LOC RWY 31, AMDT 1B...S-ILS 31 DA 964/HAT 284 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-ILS 31 VISIBILITY TO 1 MILE.

LAWRENCEVILLE

Gwinnett County - Briscoe Field

FDC 6/9223 LZU FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. ILS RWY 25, AMDT 1B...PROFILE AND PLANVIEW: DISREGARD ALL REFERENCE TO PEACHTREE (PDK) DME. DISREGARD NOTE: DME FROM PDK VOR/DME. ADD PLANVIEW NOTE: ADF REQUIRED FOR PROCEDURE ENTRY.

MACON

Macon Downtown

FDC 7/8202 MAC FI/T MACON DOWNTOWN, MACON, GA. VOR A, AMDT 6...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VOR OTS.

FDC 7/8193 MAC FI/T MACON DOWNTOWN, MACON, GA. LOC RWY 10, AMDT 6...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VORTAC OTS.

Middle Georgia Rgnl

FDC 7/8212 MCN FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. RNAV (GPS) RWY 23, ORIG...TERMINAL ROUTE: CARYS TO OVUYE (IAF) NA. TERMINAL ROUTE: RIPPI (IAF) TO IPJOM (IF) NA.

FDC 7/8200 MCN FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. ILS OR LOC/DME RWY 5, ORIG-A...ILS PORTION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VOR OTS.

MC RAE

Telfair-Wheeler

FDC 7/8355 MQW FI/T TELFAIR-WHEELER, MCRAE, GA. RNAV (GPS) RWY 21, ORIG...TERMINAL ROUTE FROM DUBLIN (DBN) VORTAC TO FINAN (IF/IAF) NA.

FDC 7/8354 MQW FI/T TELFAIR-WHEELER, MCRAE, GA. NDB RWY 21, AMDT 9...TERMINAL ROUTE FROM DUBLIN (DBN) VORTAC TO MC RAE (MQW) NDB NA.

MOULTRIE

Moultrie Muni

FDC 5/1588 MGR FI/T MOULTRIE MUNI, MOULTRIE, GA. VOR RWY 22, AMDT 12...PROC NA.

PERRY

Perry-Houston County

FDC 8/8543 PXE FI/P PERRY-HOUSTON COUNTY, PERRY, GA. RNAV (GPS) RWY 18, ORIG...DELETE NOTE: BARO-VNAV NA WHEN USING MIDDLE GEORGIA RGNL ALTIMETER SETTING. DELETE NOTE: VDP NA WHEN USING MIDDLE GEORGIA RGNL ALTIMETER SETTTING. THIS IS RNAV (GPS) RWY 18, ORIG-A.

ROME

Richard B Russell

FDC 8/3906 RMG FI/T RICHARD B RUSSELL, ROME, GA. VOR/DME OR GPS RWY 1, AMDT 8C...RMG 9.3 DME FIX MINIMUM ALTITUDE 1240. S-1 VIS CAT A/B 1, CAT C 1-1/4. INOPERATIVE TABLE DOES NOT APPLY. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1800 RMG FI/T RICHARD B RUSSELL, ROME, GA. ILS/DME RWY 1, ORIG-A...S-ILS 1 DA 918/HAT 283 ALL CATS, VIS 1 ALL CATS S-LOC 1 VIS 1 ALL CATS INOPERATIVE TABLE DOES NOT APPLY VISIBILITY REDUCTION BY HELICOPTERS NA.

SANDERSVILLE

Kaolin Field

FDC 7/8313 OKZ FI/T KAOLIN FIELD, SANDERSVILLE, GA. VOR/DME A, AMDT 6...NDB RWY 12, AMDT 1...PROCEDURE NA.

SAVANNAH

Savannah/Hilton Head Intl

FDC 8/5684 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. VOR/DME OR TACAN RWY 18, ORIG...CIRCLING CAT A/B/C MDA 620/HAA 570. VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5683 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 9, AMDT 1...LNAV MDA 520/HAT 490 ALL CATS. CIRCLING CAT A/B/C MDA 620/HAA 570. VDP NA. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5682 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. ILS RWY 36, AMDT 7...S-ILS DA 377/HAT 338, VIS RVR 6000 ALL CATS. S-LOC MDA 560/HAT 521 ALL CATS. VIS CAT A/B RVR 5000,CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A/B/C MDA 620/HAA 570 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5681 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 36, AMDT 1...LPV DA 397/HAT 358, VIS RVR 6000 ALL CATS. LNAV/VNAV DA 485/HAT 446, VIS 1 1/2 ALL CATS. LNAV MDA 580/HAT 541 ALL CATS. VIS CAT A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A/B/C MDA 620/HAA 570. VDP NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5680 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 18, AMDT 1A...LPV DA 347/HAT 300 ALL CATS. CIRCLING CAT A/B/C MDA 620/HAA 570. VISIBILITY REDUCTION BY HELICOPTERS NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5676 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. VOR/DME OR TACAN RWY 36, ORIG-A...VOR/DME A, ORIG...ILS OR LOC RWY 9, AMDT 27...CIRCLING CAT A/B/C MDA 620/HAA 570 TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 6/6700 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 36, AMDT 1...LPV DA VIS RVR 5000 ALL CATS LNAV/VNAV DA VIS RVR 6000 ALL CATS LNAV MDA VIS CATS A/B RVR 5000, CAT C/D RVR 6000.

FDC 6/6699 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. ILS RWY 36, AMDT 7...S-ILS 36 VIS RVR 4000 ALL CATS S-LOC-36 VIS CATS A/B/C RVR 5000, CAT D RVR 6000.

ST MARYS

St Marys

FDC 7/1343 4J6 FI/T ST MARYS, ST MARYS, GA. RADAR-1, AMDT 2...S-4 MINIMUMS NA.

FDC 7/1115 4J6 FI/T ST MARYS, ST MARYS, GA. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG-A...PROCEDURE NA.

SWAINSBORO

Emanuel County

FDC 7/8317 SBO FI/T EMANUEL COUNTY, SWAINSBORO, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 13, 300-2 OR STANDARD WITH A MINIMUM CLLIMB OF 240 FEET PER NM TO 700.

FDC 7/8316 SBO FI/T EMANUEL COUNTY, SWAINSBORO, GA. LOC/NDB RWY 13, AMDT 1...NDB RWY 13, AMDT 1...VOR/DME A, AMDT 3...PROCEDURE NA.

VALDOSTA

Valdosta Rgnl

FDC 8/8570 VLD FI/T VALDOSTA RGNL, VALDOSTA, GA. ILS OR LOC RWY 35, AMDT 6...LOCALIZER UNUSABLE BEYOND 25 DEGREES LEFT OF COURSE AND 27 DEGREES RIGHT OF COURSE.

HAWAII

HILO

Hilo Intl

FDC 8/8518 ITO FI/T HILO INTL, HILO, HI. ILS RWY 26, AMDT 12A...S-ILS 26 DA 288/HAT 250, VIS 3/4 ALL CATS. S-LOC 26 VIS CATS A/B/C 3/4. NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC 26 VIS TO 1 MILE ALL CATS.

KAHULUI

Kahului

FDC 7/1355 OGG FI/T KAHULUI, KAHULUI, HI. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

KAPOLEI

Kalaeloa (John Rodgers Field)

FDC 1/3076 JRF FI/T KALAELOA (JOHN RODGERS FIELD) KAPOLEI, HI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TKOF MNMS: RWY 4L 22R 29: NA. RWY 4R: 3900-3 OR STD WITH MNM CLIMB OF 389 FT PER NM TO 3200 THEN 354 FT PER NM TO 4000. RWY 11: 3900-3 OR STD WITH MNM CLIMB OF 368 FT PER NM TO 3200 THEN 333 FT PER NM TO 4000. RWY 22L: 3900-3 OR STD WITH MNM CLIMB OF 383 FT PER NM TO 3200 THEN 348 FT PER NM TO 4000. DEP PROCS: RWY 4R 11: CLIMB RUNWAY HEADING TO 500 THEN CLIMBING RIGHT TURN HEADING 210 AND CONTINUE CLIMB AS CLEARED. RWY 22L: CLIMB RUNWAY HEADING TO 500 THEN CLIMBING LEFT TURN HEADING 210 AND CONTINUE CLIMB AS CLEARED.

FDC 0/5007 JRF FI/T KALAELOA (JOHN RODGERS FIELD), KAPOLEI, HI. VOR/DME OR TACAN RWY 4R ORIG...TACAN AZIMUTH FINAL APPROACH RADIAL UNUSABLE.

IDAHO

BLACKFOOT

McCarley Fld

FDC 8/5109 U02 FI/T MCCARLEY FIELD, BLACKFOOT, ID. VOR/DME C, ORIG...RNAV (GPS) B, ORIG...MINIMUM HOLDING AT PIH VORTAC AT OR ABOVE 8500.

BOISE

Boise Air Terminal/Gowen Fld

FDC 8/5892 BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME OR TACAN RWY 28L, AMDT 1C...CIRCLING CATS A/B/C/D MDA 3480/HAA 609, VISIBILITY CAT C 13/4. TEMP CRANE 3177 MSL/334 AGL, 1962 FT FROM AER, 2050 FT LEFT OF CENTERLINE.

FDC 8/5891 BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME OR TACAN RWY 10L, AMDT 1B...S-10L MDA 3280/HAT 436 ALL CATS, VISIBILITY CAT C 1 1/4, CATS D/E 1 1/2. CIRCLING CATS A/B/C/D MDA 3480/HAA 609, CAT E MDA 3740/HAA 869, VISIBILITY CAT C 1 3/4. TEMP CRANE 3177 MSL/334 AGL, 6459 FT FROM AER, 2751 FT RIGHT OF CENTERLINE.

COEUR D'ALENE

Pappy Boyington Field

FDC 8/9760 COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. VOR/DME RWY 1, ORIG...S-1 MDA CATS A/B/C 2740/HAT 434, VISIBILITY CAT C 1 1/4. MISSED APPROACH: CLIMB TO 6000 VIA COE R-350, THEN CLIMBING LEFT TURN TO 6400 VIA COE R-350 TO COE VOR/DME AND HOLD.

FDC 8/9365 COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. ILS RWY 5, AMDT 4B...TERMINAL ROUTE FROM DIANN INT TO LEENY (CO) LOM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. S-LOC 5 CATS A/B/C/D MDA 2780/HAT 494, VISIBILITY CAT C 3/4, CAT D 1. CIRCLING CAT A 2780/HAA 462. MISSED APPROACH: CLIMB TO 2900, THEN CLIMBING LEFT TURN TO 6000 VIA HEADING 320 DEGREES AND COE R-350 OUTBOUND, THEN LEFT TURN REVERSE COURSE CONTINUE TO CLIMB TO 6400 VIA COE R-350 TO COE VOR/DME AND HOLD.

FDC 8/9364 COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. NDB OR GPS RWY 5, AMDT 1A...TERMINAL ROUTE FROM DIANN INT TO LEENY LOM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TERMINAL ROUTE FROM GEG VORTAC TO LEENY LOM (IAF) MINIMUM ALTITUDE 6800. PROCEDURE TURN COMPLETION ALTITUDE 6400. CHART PROFILE NOTE: MAINTAIN 6400 UNTIL PROCEDURE TURN INBOUND. S-5 CATS A, B, C MDA 3780/HAT 1494. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 2 1/2. CIRCLING CATS A, B, C MDA 3780/HAA 1462. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. S-5 AND CIRCLING CAT D MINIMUMS NA. MISSED APPROACH: CLIMBING LEFT TURN TO LEENY LOM, CONTINUE CLIMB TO 6100 SOUTHWEST BOUND ON LEENY LOM BEARING 233, THEN DIRECT LEENY LOM AND HOLD, CONTINUE CLIMB IN HOLD TO 6600.

FDC 8/9363 COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. VOR OR GPS A, ORIG-B...TERMINAL ROUTE FROM DIANN INT TO LEENY (CO) LOM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TERMINAL ROUTE FROM GEG VORTAC TO LEENY LOM (IAF) MINIMUM ALTITUDE 6800. TERMINAL ROUTE GEG VORTAC (IAF) TO GEG VORTAC R045/19.1 DME (DMMVD) MINIMUM ALTITUDE 5600. CIRCLING: MDA 3760/HAA 1442 CAT A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. ALTERNATE MINIMUMS: CAT A/B 1500-2, CAT C 1500-3, CAT D NA. MISSED APPROACH: CLIMBING LEFT TURN DIRECT LEENY LOM, CONTINUE CLIMB TO 6100 SOUTHWEST BOUND ON LEENY LOM BEARING 233, THEN DIRECT LEENY LOM AND HOLD, CONTINUE CLIMB IN HOLD TO 6600. PROCEDURE TURN COMPLETION ALTITUDE 6400. CHART PROFILE NOTE: MAINTAIN 6400 UNTIL PROCEDURE TURN INBOUND. MINIMUM SAFE ALTITUDE FROM COE VOR/DME 7700.

IDAHO FALLS

Idaho Falls Rgnl

FDC 8/6968 IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. LOC BC RWY 2, AMDT 6A...CIRCLING CAT A HAA/456, CAT B HAA/476, CAT C MDA 5260/HAA 516, CAT D HAA/596, CAT E HAA/676. AIRPORT ELEVATION 4744.

FDC 8/2918 IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. RNAV (GPS) RWY 2, ORIG...LNAV/VNAV DECISION ALTITUDE 5135/HAT 391 ALL CATS. VIS 1 1/4 ALL CATS.

FDC 8/0462 IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. NDB RWY 20, AMDT 10B...CIRCLING CAT A/B HAA/476, CAT C MDA 5260/HAA 516, CAT D HAA/596. AIRPORT ELEVATION 4744.

JEROME

Jerome County

FDC 3/0970 JER FI/T JEROME COUNTY, JEROME, ID. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 8 NA. DEPARTURE PROCEDURE: RWY 8 NA. DEPARTURE PROCEDURE: RWY 26 NA.

LEWISTON

Lewiston-Nez Perce County

FDC 8/4041 LWS FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. ILS RWY 26, AMDT 11C...GS COUPLED APPROACHES NA BELOW 2550 MSL.

REXBURG

Rexburg-Madison County

FDC 8/4028 RXE FI/T REXBURG-MADISON COUNTY, REXBURG, ID. RNAV (GPS) RWY 35, AMDT 1...CIRCLING CAT D MDA 5620/HAA 762.

TWIN FALLS

Joslin Field - Magic Valley Rgnl

FDC 7/4559 TWF FI/T JOSLIN FIELD - MAGIC VALLEY RGNL, TWIN FALLS, ID. VOR OR GPS RWY 7 AMDT 3A...S-7: MINIMUMS NA. CIRCLING: MDA 4980/HAA 829 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. DME MINIMA: S-7: MINIMUMS NA. CIRCLING: MDA 4700/HAA 549 CATS B/C, CAT D MDA 4760/HAA 609.

WEISER

Weiser Muni

FDC 8/0562 S87 FI/T WEISER MUNI, WEISER, ID. RNAV (GPS) A, ORIG...PROCEDURE NA.

FDC 8/0561 S87 FI/T WEISER MUNI, WEISER, ID. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURES NA.

ILLINOIS

ALTON/ST LOUIS

St Louis Rgnl

FDC 8/9181 ALN FI/P ST LOUIS REGIONAL, ALTON/ST LOUIS, IL. RNAV (GPS) RWY 29, ORIG.LNAV MDA 880/HAT 349 ALL CATS. VDP 1.00 NM TO RW 29. CHANGE INOPERATIVE NOTES TO READ: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4 MILE. THIS IS RNAV (GPS) RWY 29, ORIG-A.

BELLEVILLE

Scott AFB/Midamerica

FDC 8/8138 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. TACAN RWY 14R, ORIG...CIRCLING CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. THIS IS TACAN RWY 14R, ORIG-A.

FDC 8/8137 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. RNAV (GPS) RWY 14R, ORIG-A...CIRCLING CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. THIS IS RNAV (GPS) RWY 14R, ORIG-B.

FDC 8/8136 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS/DME RWY 14L, ORIG-A...CIRCLING MDA CAT A/B 1000/HAA 541, CAT C 1060/HAA 601, CAT D 1240/HAA 781. VISIBILITY CAT D 2 1/2. ALTERNATE MINIMUMS: ILS: STANDARD, EXCEPT CAT C 700-2, CAT D 800-2 1/2, CAT E 800-2 3/4. LOC: STANDARD, EXCEPT CAT D 800-2 1/2, CAT E 800-2 3/4. CHART PLANVIEW NOTE: DME REQUIRED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC/DME RWY 14L, ORIG-B.

FDC 8/8135 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 14R, ORIG-B...CIRCLING CAT D MDA 1240/HAA 781. VIS CAT D 2 1/2. ALTERNATE MINIMUMS: ILS: STANDARD, EXCEPT CAT C 700-2, CAT D 800-2 1/2, CAT E 800-2 3/4. LOC: STANDARD, EXCEPT CAT D 800-2 1/2, CAT E 800-2 3/4. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS ILS OR LOC RWY 14R, ORIG-C.

FDC 8/8134 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 32R, ORIG-B...CIRCLING CAT A/B MDA 1000/HAA 541, CAT C MDA 1060/HAA 601, CAT D MDA 1240/HAA 781. VIS CAT D 2 1/2. ALTERNATE MINIMUMS: ILS: STANDARD, EXCEPT CAT C 700-2, CAT D 800-2 1/2, CAT E 800-2 3/4. LOC: STANDARD, EXCEPT CAT D 800-2 1/2, CAT E 800-2 3/4. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 32R, ORIG-C.

FDC 8/8133 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. TACAN RWY 32L, ORIG...S-32L MDA 900/HAT 462 ALL CATS, VISIBILITY CAT E RVR 6000. CIRCLING CAT A/B 1000/HAA 541, CAT D 1240/HAA 781. VISIBILITY CAT D 2 1/2. CHART: DESCENT ANGLE FROM SKE 5 DME TO RW32L 2.81/TCH 72. THIS IS TACAN RWY 32L, ORIG-A.

FDC 8/8131 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. RNAV (GPS) RWY 32L, ORIG-A...LNAV MDA 920/HAT 482 ALL CATS, VIS CAT D RVR 5000. CIRCLING CATS A/B MDA 1000/HAA 541, CAT D MDA 1240/HAA 781. CAT D VISIBILITY 2 1/2. CHART VDP AT 1.29 NM TO RW32L. CHART PROFILE NOTE: VGSI AND DESCENT ANGLE NOT COINCIDENT. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 32L, ORIG-B.

FDC 8/8130 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. GPS RWY 32R, ORIG-A...CIRCLING MDA CAT A/B 1000/HAA 541, CAT C 1060/HAA 601, CAT D 1240/HAA 781. VISIBILITY CAT D 2 1/2. CHART: 5NM LEG LENGTH FOR HOLDING AT DUTMY. THIS IS GPS RWY 32R, ORIG-B..

FDC 8/8129 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. GPS RWY 14L, ORIG-A...CIRCLING MDA CAT A/B 1000/HAA 541, CAT C 1060/HAA 601, CAT D 1240/HAA 781. VISIBILITY CAT D 2 1/2. CHART PROFILE NOTE: VGSI AND DESCENT ANGLE NOT COINCIDENT. CHART: 5NM LEG LENGTH FOR HOLDING AT DUTMY. THIS IS GPS RWY 14L, ORIG-B.

FDC 8/4019 BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS RWY 32L, ORIG-A...TERMINAL ROUTE FROM TROY (TOY) VORTAC TO BL NDB NA. MSA FROM CENTRALIA (ENL) VORTAC 030-210 2600, 210-030 2100. PROCEDURE TURN NA. DELETE ALL REFERENCE TO BL NDB. CENTRAILIA (ENL) VORTAC CROSSING RADIAL (R-272) NOT AUTHORIZED FOR BLVIL INT. DME REQUIRED. CIRCLING CATS A/B MDA 1000/HAA 541, CAT C MDA 1060/HAA 601, CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. ALTERNATE MINS: ILS: CAT C 700-2, CAT D 800-2 1/2, LOC: CAT D 800-2 1/2.

BLOOMINGTON/NORMAL

Central Il Regl Arpt At Bloomington-Normal

FDC 8/2566 BMI FI/T CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL, BLOOMINGTON/NORMAL, IL. ILS OR LOC RWY 29, AMDT 9A...TERMINAL ROUTE FROM BMI VOR/DME TO ANNAY OM/INT/BMI 7.6 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BMI VOR/DME R-104 UNUSABLE.

FDC 8/1336 BMI FI/T CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL, BLOOMINGTON/NORMAL, IL. ILS OR LOC/DME RWY 2, ORIG...S-ILS 2 ALL CATS VISIBLITY 1/2. S-LOC 2 CATS A/B/C VISIBILITY 1/2, CAT D 3/4.

BOLINGBROOK

Bolingbrook's Clow Intl

FDC 7/3848 1C5 FI/T BOLINGBROOK S CLOW INTERNATIONAL, BOLINGBROOK, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 36, SIGN 596 FT FROM DEPARTURE END OF RUNWAY, 79 FT RIGHT OF CENTERLINE 25 FT AGL/697 FT MSL. BUILDING 393 FT FROM DEPARTURE END OF RUNWAY, 73 FT RIGHT OF CENTERLINE 13 AGL/684 MSL.

CAHOKIA/ST LOUIS

St Louis Downtown

FDC 8/9512 CPS FI/T CAHOKIA/ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL. INDEX B ARFF AVBL 1300-0200 MON-FRI, OTHER TIMES BY REQUEST 618-337-6060.

FDC 8/0942 CPS FI/T CAHOKIA/ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL. CPS IS CERTIFICATED AT A CLASS IV PART 139 AIRPORT. ARFF INDEX B AVAILABLE UNSCHEDULED AIR CARRIER OPERATIONS GREATER THAN 30 PASSENGER SEATS AUTHORIZED WITH 12 HOUR PRIOR PERMISSION REQUEST. CONTACT AIRPORT MANAGER AT 618-337-6060 (MON-FRI, 830-4:30PM) OFF HOURS AND WEEKENDS CONTACT JET AVIATION AT 618-646-8263.

CHAMPAIGN/URBANA

University Of Illinois-Willard

FDC 5/0493 CMI FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. NDB OR GPS RWY 32R AMDT 10C...MISSED APPROACH: CLIMBING LEFT TURN TO 2800 VIA CMI R-297 TO LODGE INT AND HOLD.

FDC 5/0486 CMI FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. LOC BC RWY 14L AMDT 7C...DECATUR (DEC) VORTAC CROSSING RADIAL (R-041) NOT AUTHORIZED FOR BOILL INT. DME REQUIRED. MSA FROM: CHAMPAIGN (CMI) VORTAC 3100.

FDC 5/0484 CMI FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. VOR OR GPS RWY 4 AMDT 11A...MSA FROM: CHAMPAIGN (CMI) VORTAC 3100.

CHICAGO

Chicago Midway Intl

FDC 8/8859 MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 31R, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/8633 MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 22R, ORIG...LNAV MDA 1280/ HAT 666 ALL CATS. CAT C VIS 1 3/4, CAT D VIS 2. CIRCLING MDA 1280/ HAA 660 ALL CATS. CAT C VIS 1 3/4. MINIMUM ALTITUDE: CIDIG/2.4NM TO RW22R 1400. DELETE PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/1104 MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. ILS OR LOC RWY 4R, ORIG-A...S-LOC 4R MDA 1120/HAT 501 ALL CATS, VIS CAT C/D 1 1/2.

Chicago O'Hare Intl

FDC 8/5640 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. LOC RWY 4L, AMDT 20A...RACCY FIX MINIMUMS: S-4L MDA 1140/HAT 482 ALL CATS, VIS CAT D 1 1/2. TEMP CRANE 831 MSL 2.01 NM SW OF RWY 4L.

FDC 8/5639 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 4R, AMDT 6J...CIRCLING MDA 1260/HAA 588 ALL CATS. AIRPORT ELEVATION: 672 FT.

FDC 8/5638 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 14L, AMDT 29A...ILS RWY 14L (CAT II), AMDT 29A...ILS RWY 14L (CAT III), AMDT 29A...ILS OR LOC RWY 14R, AMDT 30A...ILS RWY 14R (CAT II), AMDT 30A...ILS RWY 14R (CAT III), AMDT 30A...ILS OR LOC RWY 22L, AMDT 4G...ILS OR LOC RWY 32L, AMDT 2A...ILS OR LOC RWY 32R, AMDT 21C...LOC RWY 4L, AMDT 20A...RNAV (GPS) RWY 4L, AMDT 1A...RNAV (GPS) RWY 4R, ORIG-B...RNAV (GPS) RWY 14L, AMDT 1A...RNAV (GPS) RWY 14R, AMDT 1A...RNAV (GPS) RWY 22R, AMDT 1A...RNAV (GPS) RWY 32L, AMDT 2B...RNAV (GPS) RWY 32R, AMDT 1A...RNAV (GPS) Y RWY 22L, ORIG-B...RNAV (GPS) Z RWY 22L, ORIG-A...AIRPORT ELEVATION: 672 FT.

FDC 8/5636 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 22R, AMDT 7F...AIRPORT ELEVATION: 672 FT. RWY 22 TDZE: 651 FT.

FDC 8/3546 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 32L, AMDT 2...DME NOT AUTHORIZED AT JEEFF INT/RADAR.

FDC 8/1322 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 16...NOTE: RWY 27R, TANK 1489 FT FROM DEPARTURE END OF RUNWAY, 892 FT LEFT OF CENTERLINE, 55 FT AGL/723 FT MSL.

FDC 8/0757 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 14L, AMDT 29A...ILS OR LOC RWY 9L, ORIG...ILS OR LOC RWY 9R, AMDT 9...ILS OR LOC RWY 14R, AMDT 30A...ILS OR LOC RWY 27L, AMDT 28...ILS OR LOC RWY 27R, ORIG...ILS OR LOC RWY 28, AMDT 15...ILS OR LOC RWY 22R, AMDT 7F...ILS OR LOC RWY 32R, AMDT 21C...ILS OR LOC RWY 22L, AMDT 4G...ILS OR LOC RWY 32L, AMDT 2A...DISREGARD NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.

FDC 8/0602 ORD FI/P CHICAGO O HARE INTL, CHICAGO, IL. JANESVILLE FOUR ARRIVAL (JVL.JVL4)...CORRECT CHART BY CHANGING CHICAGO APP CON VHF FREQ TO 133.625 VICE 128.45.

FDC 8/0461 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...AMDT 16 DISREGARD RWY 28 TAKEOFF OBSTACLE NOTE. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0413 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 9R, AMDT 9...YONUT FIX MINIMUMS: S-LOC 9R MDA 1200/HAT 540 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. VDP: I-JAV 2.9 DME.

FDC 8/0264 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 10, AMDT 3...VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

FDC 8/0263 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 10, AMDT 16...VGSI AND ILS GLIDEPATH NOT COINCIDENT. DISREGARD NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.

FDC 8/0260 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 28, AMDT 15...ILS RWY 28 (CAT II), AMDT 15...ILS RWY 28 (CAT III), AMDT 15...DISREGARD NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/0258 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 28, AMDT 2...DISREGARD NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

Lansing Muni

FDC 7/8969 IGQ FI/T LANSING MUNI, CHICAGO, IL. RNAV (GPS) RWY 27, ORIG...LNAV/VNAV DA 1399/HAT 782 ALL CATS, VIS 2 ALL CATS. LNAV MDA 1300/HAT 683 ALL CATS. CIRCLING MDA 1340/HAA 720 ALL CATS. VDP 2.0 NM TO RW27. TEMP CRANE 987 MSL 1.1 NM NE OF RWY 27.

FDC 7/8968 IGQ FI/T LANSING MUNI, CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 9, CLIMB VIA HEADING 092 TO 1200 BEFORE TURNING LEFT.

FDC 7/8967 IGQ FI/T LANSING MUNI, CHICAGO, IL. RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 36, ORIG...LOC RWY 36, ORIG...VOR A, AMDT 6...CIRCLING MDA 1340/HAA 720 ALL CATS. TEMP CRANE 987 MSL 1.4 NM NE OF RWY 36.

FDC 7/8966 IGQ PART 1 OF 2 FI/T LANSING MUNI, CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 18, 27, 36, STANDARD. DEPARTURE PROCEDURE: RWY 36, CLIMB VIA HEADING 002 TO 1200 BEFORE TURNING. NOTE: RWY 9, MULTIPLE POLES BEGINNING 1203 FT FROM DEPARTURE END OF RUNWAY, 164 FT RIGHT OF CENTERLINE, UP TO 32 FT AGL/647 FT MSL. TOWER 4314 FT FROM DEPARTURE END OF RUNWAY, 664 FT LEFT OF CENTERLINE, 149 FT AGL/764 FT MSL. BUILDING 1882 FT FROM DEPARTURE END OF RUNWAY, 964 FT LEFT OF CENTERLINE, 50 FT AGL/668 FT MSL. POLE 1205 FT FROM DEPARTURE END OF RUNWAY, 257 FT LEFT OF CENTERLINE, 32 FT AGL/647 FT MSL. NOTE: RWY 18, MULTIPLE TREES BEGINNING 381 FT FROM DEPARTURE END OF RUNWAY, 440 FT RIGHT OF CENTERLINE, UP TO 42 FT AGL/661 FT MSL. NOTE: RWY 27, MULTIPLE TREES AND ANTENNAS ON BUILDINGS BEGINNING 413 FT FROM DEPARTURE END OF RUNWAY, 329 FT RIGHT OF CENTERLINE, UP TO 56 FT AGL/671 FT MSL. HANGAR 254 FT FROM DEPARTURE END OF RUNWAY, 509 FT RIGHT OF CENTERLINE, 25 FT AGL/637 FT MSL. BUILDING 552 FT FROM DEPARTURE END OF RUNWAY, 69 FT RIGHT OF CENTERLINE, 26 FT AGL/641 FT MSL. ROAD 358 FT FROM DEPARTURE END OF RUNWAY, 410 FT RIGHT OF CENTERLINE, 15 FT AGL/630 FT MSL. LIGHT POLE 1290 FT FROM DEPARTURE END OF RUNWAY, 502 FT END PART 1 OF 2.

FDC 7/8813 IGQ FI/T LANSING MUNI, CHICAGO, IL. RNAV (GPS) RWY 9, ORIG...LNAV MDA 1080/HAT 463.

CHICAGO/AURORA

Aurora Muni

FDC 8/0714 ARR FI/T AURORA MUNI, CHICAGO/AURORA, IL. VOR RWY 36, AMDT 3...VOR RWY 33, ORIG...PROCEDURE NA.

FDC 8/0712 ARR FI/T AURORA MUNI, CHICAGO/AURORA, IL. VOR RWY 15, ORIG-B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DPA VOR/DME OTS.

CHICAGO/PROSPECT HEIGHTS/WHEELING

Chicago Executive

FDC 8/5355 PWK FI/T CHICAGO EXECUTIVE, CHICAGO/PROSPECT HGTS/WHEELING, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 30, TEMP CRANE 562 FT FROM DEPARTURE END OF RUNWAY, 226 FT RIGHT OF CENTERLINE, 50 FT AGL/696 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 7/8466 PWK FI/T CHICAGO EXECUTIVE, CHICAGO/PROSPECT HGTS/WHEELING, IL. RNAV (GPS) RWY 16, ORIG...NOTE: DME/DME RNP-0.3 NA.

CHICAGO/ROCKFORD

Chicago/Rockford Intl

FDC 8/4924 RFD FI/P CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. ILS OR LOC RWY 1, AMDT 28B...CHANGE ALTERNATE MINIMUMS TO ILS: STANDARD, LOC: STANDARD. THIS IS ILS OR LOC RWY 1, AMDT 28C.

FDC 8/4913 RFD FI/P CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. LOC BC RWY 19, AMDT 15A...CHANGE ALTERNATE MINIMUMS TO STANDARD. THIS IS LOC BC RWY 19, AMDT 15B.

FDC 6/9224 RFD FI/T CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. RNAV (GPS) Z RWY 19, ORIG-A...LNAV/VNAV DA 1200/HAT 464 ALL CATS. VIS 1 1/2 ALL CATS. LNAV MDA 1340/HAT 604 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1340/HAA 604 ALL CATS. VIS CAT A/B 1 1/2, CAT C 1 3/4. DISTANCE TO THLD FROM 464 HAT: 1.30NM. VDP NA.

CHICAGO/WEST CHICAGO

Dupage

FDC 8/8899 DPA FI/T DUPAGE, CHICAGO/WEST CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 15, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 339 FEET PER NM TO 1100. TEMPORARY CRANE 4783 FEET SSE OF DEPARTURE END OF RUNWAY, 150 FEET AGL/ 899 FEET MSL.

FDC 6/6788 DPA FI/T DUPAGE, CHICAGO/WEST CHICAGO, IL. VOR OR GPS RWY 10 AMDT 11A...CIRCLING: MDA 1360/HAA 602 CAT C/D. VIS CAT C 1 3/4.

FDC 6/6787 DPA FI/T DUPAGE, CHICAGO/WEST CHICAGO, IL. ILS RWY 10 AMDT 7A...CIRCLING: MDA 1360/HAA 602. CATS C/D. VIS CAT C 1 3/4.

DE KALB

De Kalb Taylor Muni

FDC 8/6119 DKB FI/T DE KALB TAYLOR MUNI, DE KALB, IL. NDB RWY 27, ORIG...PROCEDURE NA.

FDC 6/5315 DKB FI/T DE KALB TAYLOR MUNI, DE KALB, IL. NDB RWY 27, ORIG...TERMINAL ROUTE: FROM DUPAGE (DPA) VOR/DME TO DE KALB (DKB) NDB NA.

DIXON

Dixon Muni-Charles R. Walgreen Field

FDC 8/4067 C73 FI/T DIXON MUNI-CHARLES R WALGREEN FIELD, DIXON, IL. VOR OR GPS A, AMDT 9...DME MINIMA: CIRCLING MDA 1400/HAA 615 CATS A AND B.

FAIRFIELD

Fairfield Muni

FDC 6/7715 FWC FI/T FAIRFIELD MUNI, FAIRFIELD, IL. GPS RWY 9, ORIG...HOLDING AT CORQE NA.

JOLIET

Joliet Rgnl

FDC 7/4685 JOT FI/T JOLIET REGIONAL, JOLIET, IL. VOR OR GPS RWY 12 AMDT 11A...CHART: TDZE 581. FINAL ANGLE AND VGSI GS NOT COINCIDENT. S-12: MDA 1340/HAT 759 ALL CATS. VIS CAT B 1 1/4. CIRCLING: MDA 1340/HAA 759 ALL CATS. VIS CAT B 1 1/4. MINIMUM ALTITUDE AT JOT 5 DME 1340. DME MINMUMS NA.

FDC 7/4624 JOT FI/T JOLIET REGIONAL, JOLIET, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, 600-3 OR STD WITH MIN CLIMB OF 267FEET PER NM TO 1300. DEPARTURE PROCEDURES: RWY 22, CLIMB TO 1100 FEET BEFORE TURNING LEFT. NOTE: RWY 4: POLE 560 FEET FROM DEPARTURE EHD OF RWY, 45 FEET RIGHT OF CENTERLINE, 22 FEET AGL/602 FEET MSL. RWY 12: BLDG 566 FEET FROM DEPARTURE END OF RWY, 270 FEET RIGHT OF CENTERLINE, 28 FEET AGL/602 FEET MSL, TOWER 2 NM FROM DEPARTURE END OF RWY, 2605 FEET RIGHT OF CENTERLINE, 420 FEET AGL/973 FEET MSL, STACKS 2.3 NM FROM DEPARTURE END OF RWY, 1815 FEET LEFT OF CENTERLINE, 550 FEET AGL/1065 FEET MSL. RWY 22: TOWER 1218 FEET FROM DEPARTURE END OF RWY, 602 FEET RIGHT OF CENTERLINE, 123 FEET AGL/694 FEET MSL. RWY 30: BLDG 387 FEET FROM DEPARTURE END OF RWY, 46 FEET RIGHT OF CENTERLINE, 19 FEET AGL/599 FEET MSL.

KEWANEE

Kewanee Muni

FDC 6/9172 EZI FI/T KEWANEE MUNI, KEWANEE, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 1, 9, 19, 27 STANDARD. NOTE: RWY 27, UTILITY POLE 1800 FEET FROM DEPARTURE END OF RUNWAY, 100 FEET RIGHT OF CENTERLINE, 60 FEET AGL/914 FEET MSL.

LAWRENCEVILLE

Lawrenceville-Vincennes Intl

FDC 8/8628 LWV FI/T LAWRENCEVILLE-VINCENNES INTL, LAWRENCEVILLE, IL. VOR RWY 27, AMDT 7A...VDP NA.

FDC 8/8627 LWV FI/T LAWRENCEVILLE-VINCENNES INTL, LAWRENCEVILLE, IL. VOR RWY 18, AMDT 1...VOR RWY 36, AMDT 1...DME MINIMUMS NA VDP NA.

MATTOON/CHARLESTON

Coles County Memorial

FDC 8/7538 MTO FI/T COLES COUNTY MEMORIAL, MATTOON/CHARLESTON, IL. VOR OR GPS RWY 24, AMDT 10D...S-24 MDA 1240/HAT 521 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1240/HAA 518 CATS A, B, C.

FDC 8/0982 MTO FI/T COLES COUNTY MEMORIAL, MATTOON/CHARLESTON, IL. NDB OR GPS RWY 29, AMDT 4B...GPS PORTION NA.

MORRIS

Morris Muni - James R. Washburn Field

FDC 8/6989 C09 FI/T MORRIS MUNI-JAMES R WASHBURN FIELD, MORRIS, IL. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

FDC 8/5031 C09 FI/T MORRIS MUNI-JAMES R WASHBURN FIELD, MORRIS, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 36, STANDARD. RWY 18, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 320 FEET PER NM TO 1000. NOTE: RWY 18, TREE 511 FT FROM DEPARTURE END OF RUNWAY, 607 FT RIGHT OF CENTERLINE, 100 FT AGL/659 FT MSL. TOWER 8810 FT FROM DEPARTURE END OF RUNWAY, 647 FT RIGHT OF CENTERLINE, 290 FT AGL/840 MSL. NOTE: RWY 36, TREES BEGINNING 1562 FT FROM DEPARTURE END OF RUNWAY, 758 FT RIGHT OF CENTERLINE EXTENDING TO 722 FT LEFT OF CENTERLINE, 100 FT AGL/679 FT MSL.

MOUNT CARMEL

Mount Carmel Muni

FDC 8/9545 AJG FI/T MOUNT CARMEL MUNI, MOUNT CARMEL, IL. NDB OR GPS RWY 4, AMDT 5.S-4 MDA 1140/HAT 712 ALL CATS, VIS CAT C 2. CIRCLING MDA 1140/HAA 711 ALL CATS, VIS CAT C 2. LAWRENCEVILLE ALTIMETER SETTING MINIMUMS: S-4 MDA 1180/HAT 752 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING MDA 1180/HAA 751 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4.

FDC 8/2867 AJG FI/T MOUNT CARMEL MUNI, MOUNT CARMEL, IL. VOR OR GPS RWY 22, AMDT 9...VOR PORTION: DME REQUIRED, OEA NDB OTS.

PARIS

Edgar County

FDC 7/2429 PRG FI/T EDGAR COUNTY, PARIS, IL. VOR/DME OR GPS A, AMDT 7...CIRCLING CATS A/B/C MDA 1300/HAA 646. TERRE HAUTE ALTIMETER SETTING MINIMUMS CIRCLING CATS A/B/C MDA 1380/HAA 726.

ROCHELLE

Rochelle Muni Airport-Koritz Field

FDC 8/4182 RPJ FI/T ROCHELLE MUNI AIRPORT-KORITZ FIELD, ROCHELLE, IL. RNAV (GPS) RWY 25, ORIG...LNAV: MDA 1400/HAT 619 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING: CATS A/B/C MDA 1400/HAA 619. VISIBILITY CAT C 1 3/4.

FDC 7/0035 RPJ FI/T ROCHELLE MUNI-KORITZ FIELD, ROCHELLE, IL. VOR A, AMDT 8...CIRCLING: CAT A/B MDA 1300/HAA 519.

SPRINGFIELD

Abraham Lincoln Capital

FDC 8/9451 SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RNAV (GPS) RWY 4, ORIG...LNAV: MDA 1060/HAT 468 ALL CATS, VIS CAT C RVR 4000. CIRCLING: CAT A MDA 1060/HAA 463. VDP 1.3 NM TO RW04.

FDC 8/9450 SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RADAR-1, AMDT 9...ASR 4: MDA 1060/HAT 468 ALL CATS, VIS CAT C RVR 4000.

FDC 8/4507 SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RNAV (GPS) RWY 13, ORIG...PROCEDURE NA.

FDC 6/0683 SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. ILS OR LOC RWY 22, AMDT 8A. ADF OR RADAR REQUIRED.

STERLING/ROCKFALLS

Whiteside Co Arpt-Jos H Bittorf Fld

FDC 7/5192 SQI FI/T WHITESIDE CO-JOS H BITTORF FLD, STERLING-ROCKFALLS, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 7, TEMP CRANE 3095 FEET FROM DER, 1100 FEET RIGHT OF CENTERLINE, 91 FEET AGL/741 FEET MSL.

URBANA

Frasca Field

FDC 5/8797 C16 FI/T URBANA/FRASCA FIELD, URBANA, IL. VOR/DME OR GPS-B, AMDT 6...CIRCLING CAT C MDA 1240/HAA 505, CAT D MDA 1360/HAA 625.

FDC 5/8795 C16 FI/T URBANA/FRASCA FIELD, URBANA, IL. VOR OR GPS-A, AMDT 11...CMI 5.5 DME FIX: MINIMUM ALTITUDE 1540. CIRCLING MDA 1540/HAA 805 ALL CATS. DME MINIMUMS CIRCLING CAT D MDA 1360/HAA 625.

INDIANA

ALEXANDRIA

Alexandria

FDC 8/1197 I99 FI/T ALEXANDRIA, ALEXANDRIA, IN. VOR OR GPS RWY 27, AMDT 8...VOR PORTION DME REQUIRED.

ANDERSON

Anderson Muni-Darlington Field

FDC 8/1196 AID FI/T ANDERSON MUNI-DARLINGTON FIELD, ANDERSON, IN. VOR OR GPS A, AMDT 8C...VOR PORTION DME REQUIRED.

BEDFORD

Virgil I Grissom Muni

FDC 7/7581 BFR FI/T VIRGIL I GRISSOM MUNI, BEDFORD, IN. VOR/DME RWY 31, AMDT 9...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OOM DME UNUSABLE BEYOND 25 NM.

EVANSVILLE

Evansville Rgnl

FDC 7/5514 EVV FI/T EVANSVILLE REGIONAL, EVANSVILLE, IN. RADAR-1 AMDT 5B...ASR 18/36 PROCEDURES NA.

FORT WAYNE

Fort Wayne Intl

FDC 8/6863 FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 32, AMDT 28A...ADD NOTE: S-ILS 32 VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

FDC 8/1626 FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. LOC BC RWY 14, AMDT 13A...S-14 MDA 1220 / HAT 418 ALL CATS. VIS CAT C 1-1/4, CAT E 1-1/2. CIRCLING CATS A/B/C MDA 1320/HAA 505, CAT E MDA 1520/HAA 705. VIS CAT E 2 1/2. IFR ALTERNATE MINIMUMS: CATEGORY E, 800-2 1/2. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1624 FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 32, AMDT 28A...CIRCLING CATS A/B/C MDA 1320/HAA 505, CAT E MDA 1520/HAA 705. VIS CAT E 2 1/2. IFR ALTERNATE MINIMUMS: CATEGORY E, 800-2 1/2. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1192 FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 32, AMDT 28A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM, MZZ VOR OTS.

FDC 6/6433 FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 5, AMDT 14B...CIRCLING CATS A/B/C MDA 1320/HAA 505.

GARY

Gary/Chicago Intl

FDC 8/1286 GYY FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 14, MULTIPLE CRANES, TREES, POLES BEGINNING 41 FT FROM DEPARTURE END OF RUNWAY, 216 FT RIGHT OF CENTERLINE, 84 FT AGL/674 FT MSL. MULTIPLE CRANES, TREES, TOWER BEGINNING 1616 FT FROM DEPARTURE END OF RUNWAY, 92 FT LEFT OF CENTERLINE, 105 FT AGL/699 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1284 GYY FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN. RNAV (RNP) RWY 30, ORIG-A...PROCEDURE NA. MULTIPLE CRANES 1646 FEET FROM APPROACH END RWY 30, 716 MSL/110 AGL.

GOSHEN

Goshen Muni

FDC 8/2069 GSH FI/T GOSHEN MUNI, GOSHEN, IN. GPS RWY 9, AMDT 1...PROCEDURE NA.

INDIANAPOLIS

Greenwood Muni

FDC 8/1100 HFY FI/T GREENWOOD MUNI, INDIANAPOLIS, IN TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 1, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 337 FEET PER NM TO 1200. ALL OTHER DATA REMAINS THE SAME. TEMP CRANE 1056 MSL 5719 FEET NORTH OF RWY 19.

FDC 8/1083 HFY FI/T GREENWOOD MUNI, INDIANAPOLIS, IN. RNAV (GPS) RWY 19, AMDT 1A...LNAV/VNAV DA 1360/HAT 538 CATS A/B/C. VISIBILITY 2 CATS A/B/C. LNAV MDA 1320/HAT 498 ALL CATS. TEMP CRANE 1056 MSL 5719 FEET NORTH OF RWY 19.

Indianapolis Intl

FDC 8/1116 IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 23R, AMDT 3B...S-ILS DA 1008/ HAT 225 ALL CATS S-LOC MDA 1200/ HAT 417 ALL CATS VIS CAT C RVR 4000 TEMPORARY CRANE 1006 FEET MSL, 1.07 NM S OF RWY 23R.

FDC 8/1115 IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 5R, AMDT 5A...PROCEDURE NA, UNLESS OTHERWISE AUTHORIZED BY ATC. MULTIPLE TEMPORARY CRANES 1001 MSL 1.0 NM NE OF RWY 5R.

FDC 8/1112 IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 5L, AMDT 3A...S-ILS DA 980/HAT 232 ALL CATS. TEMPORARY CRANE 1006 MSL 5786 FT NE OF RWY 5L.

FDC 8/1111 IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5L (CAT II), AMDT 3A...ILS RWY 5L (CAT III), AMDT 3A...PROCEDURE NA, UNLESS OTHERWISE AUTHORIZED BY ATC. MULTIPLE TEMPORARY CRANES 1001 MSL 1.2 NM NE OF RWY 5L.

FDC 8/1110 IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5R (CAT II), AMDT 5A...ILS RWY 5R (CAT III), AMDT 5A...PROCEDURE NA, UNLESS OTHERWISE AUTHORIZED BY ATC. MULTIPLE TEMPORARY CRANES 933 MSL 150 AGL 1.25 NM NE OF RWY 5R.

Mount Comfort

FDC 8/5850 MQJ FI/T MOUNT COMFORT, INDIANAPOLIS, IN. VOR RWY 34, AMDT 2...S-34 MDA 1300/HAT 442 ALL CATS, INCREASE CAT C/D VISIBILITY 1/4 MILE. WHEN USING INDIANAPOLIS INTL ALTIMETER SETTING INCREASE CAT C VISIBILITY 1/4 MILE. CHART VDP 11.73 DME FROM SHB VORTAC. DISTANCE VDP TO THRD 1.30 NM.

KOKOMO

Kokomo Muni

FDC 8/1195 OKK FI/T KOKOMO MUNI, KOKOMO, IN. ILS RWY 23, AMDT 8A...S-LOC 23 ADF OR DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MZZ OTS.

LAFAYETTE

Purdue University

FDC 8/1232 LAF FI/T PURDUE UNIVERSITY, LAFAYETTE, IN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 5, 500-1 1/4 OR NA. REST OF PROCEDURE REMAINS AS PUBLISHED. TEMPORARY CRANE 200 AGL/ 818 MSL 2648 FEET NE OF APPROACH END RWY 23.

MADISON

Madison Muni

FDC 8/0302 IMS FI/T MADISON MUNI, MADISON, IN. RNAV (GPS) RWY 3, AMDT 1...MISSED APPROACH: CLIMB TO 2700 DIRECT OYANE AND VIA 106.42 TRACK TO GAMKE AND HOLD.

MARION

Marion Muni

FDC 8/1194 MZZ FI/T MARION MUNI, MARION, IN. ILS OR LOC RWY 4, AMDT 7A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MZZ VOR OTS.

MUNCIE

Delaware County - Johnson Field

FDC 8/1191 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. VOR OR GPS RWY 20, AMDT 13...VOR PORTION DME REQUIRED.

NORTH VERNON

North Vernon

FDC 7/3567 OVO FI/T NORTH VERNON, NORTH VERNON, IN. NDB OR GPS RWY 5, AMDT 5...NDB PORTION NA.

RICHMOND

Richmond Muni

FDC 8/9127 RID FI/P RICHMOND MUNI, RICHMOND, IN. VOR OR GPS RWY 6, AMDT 11A.MINIMUM ALTITUDE AT RID 2.6 DME *1660. CHANGE PROFILE NOTE TO READ: *1740 WHEN USING DAYTON ALTIMETER SETTING. S-6 MDA 1660/HAT 523 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1660/HAA 520 ALL CATS. THIS IS VOR OR GPS RWY 6, AMDT 11B.

SOUTH BEND

South Bend Rgnl

FDC 7/7713 SBN FI/T SOUTH BEND REGIONAL, SOUTH BEND, IN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 18, NA.

FDC 7/7712 SBN FI/T SOUTH BEND REGIONAL, SOUTH BEND, IN. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

TERRE HAUTE

Sky King

FDC 8/1869 3I3 FI/T SKY KING, TERRE HAUTE, IN. VOR OR GPS A, AMDT 6A...VOR PORTION NA.

WABASH

Wabash Muni

FDC 8/1193 IWH FI/T WABASH MUNI, WABASH, IN. VOR OR GPS A, AMDT 10...VOR PORTION DME REQUIRED.

IOWA

ANKENY

Ankeny Rgnl

FDC 8/7564 IKV FI/T ANKENY REGIONAL, ANKENY, IA. ILS RWY 36, ORIG...S-ILS 36 DA 1141/HAT 250 ALL CATS, VIS 1 ALL CATS. S-LOC 36 HAT 429 ALL CATS. NOTE: WHEN VGSI INOPERATIVE, CIRCLING TO RWY 22 NA AT NIGHT.

FDC 8/7563 IKV FI/T ANKENY REGIONAL, ANKENY, IA. RNAV (GPS) RWY 18, ORIG...LNAV/VNAV DA 1478/HAT 575 ALL CATS, VIS 2 ALL CATS. NOTE: WHEN VGSI INOPERATIVE, CIRCLING TO RWY 22 NA AT NIGHT.

FDC 8/7562 IKV FI/T ANKENY REGIONAL, ANKENY, IA. RNAV (GPS) RWY 22, ORIG...VDP NA. NOTE: WHEN VGSI INOPERATIVE, STRAIGHT-IN/CIRCLING TO RWY 22 NA AT NIGHT.

FDC 8/7561 IKV FI/T ANKENY REGIONAL, ANKENY, IA. GPS RWY 36, AMDT 2A...NOTE: WHEN VGSI INOPERATIVE, CIRCLING TO RWY 22 NA AT NIGHT.

ATLANTIC

Atlantic Muni

FDC 8/0321 AIO FI/T ATLANTIC MUNI, ATLANTIC, IA. GPS RWY 12, AMDT 1...NDB RWY 12, AMDT 9B...PROCEDURE NA.

BURLINGTON

Southeast Iowa Rgnl

FDC 8/6742 BRL FI/T SOUTHEAST IOWA REGIONAL, BURLINGTON, IA. VOR/DME OR GPS RWY 12, AMDT 5...VOR OR GPS RWY 30, AMDT 12...CAT D MINIMUMS NA.

CENTERVILLE

Centerville Muni

FDC 8/4380 TVK FI/T CENTERVILLE MUNI, CENTERVILLE, IA. NDB OR GPS RWY 16, AMDT 1B...NDB OR GPS RWY 34, AMDT 1B...CATEGORY C/D MINIMUMS NA.

CHEROKEE

Cherokee County Rgnl

FDC 8/5551 CKP FI/T CHEROKEE COUNTY RGNL, CHEROKEE, IA. NDB OR GPS RWY 36, AMDT 4...S-36, CAT C MINIMUMS NA. S-36, SIOUX CITY ALTIMETER SETTING MINIMUMS: CAT C MINIMUMS NA.

CLARION

Clarion Muni

FDC 8/4917 CAV FI/T CLARION MUNI, CLARION, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS RWY 8 NA.

COUNCIL BLUFFS

Council Bluffs Muni

FDC 8/6083 CBF FI/T COUNCIL BLUFFS MUNI, COUNCIL BLUFFS, IA. RNAV (GPS) RWY 14, ORIG...PROCEDURE NA.

FDC 8/0061 CBF FI/T COUNCIL BLUFFS MUNI, COUNCIL BLUFFS, IA. RNAV (GPS) RWY 32, ORIG...S-32 HAT 415 TDZE 1245.

CRESTON

Creston Muni

FDC 8/8944 CSQ FI/T CRESTON MUNI, CRESTON, IA. RNAV (GPS) RWY 34, ORIG...PROCEDURE NA.

DUBUQUE

Dubuque Rgnl

FDC 8/0936 DBQ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. LOC RWY 31, ORIG-C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DB (ZILOM) LOM OTS.

FORT DODGE

Fort Dodge Rgnl

FDC 8/9318 FOD FI/T FORT DODGE REGIONAL, FORT DODGE, IA. ILS RWY 6, AMDT 6B...RNAV (GPS) RWY 6, ORIG...RNAV (GPS) RWY 24, ORIG...CATEGORY D MINIMUMS NA.

FDC 8/9317 FOD FI/T FORT DODGE REGIONAL, FORT DODGE, IA. RNAV (GPS) RWY 12, ORIG...RNAV (GPS) RWY 30, ORIG...VOR/DME RWY 30, AMDT 10...VOR RWY 12, AMDT 15...CATEGORY C/D MINIMUMS NA.

HAMPTON

Hampton Muni

FDC 8/8637 HPT FI/T HAMPTON MUNI, HAMPTON, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 471 FT PER NM TO 1500.

HARLAN

Harlan Muni

FDC 8/8311 HNR FI/T HARLAN MUNI, HARLAN, IA. NDB RWY 33, AMDT 5A...PROCEDURE NA.

INDEPENDENCE

Independence Muni

FDC 8/7567 IIB FI/T INDEPENDENCE MUNI, INDEPENDENCE, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

FDC 8/7566 IIB FI/T INDEPENDENCE MUNI, INDEPENDENCE, IA. NDB OR GPS RWY 17, AMDT 2...PROCEDURE NA.

IOWA CITY

Iowa City Muni

FDC 8/5949 IOW FI/T IOWA CITY MUNI, IOWA CITY, IA. GPS RWY 25, ORIG-B...PROCEDURE NA.

KEOKUK

Keokuk Muni

FDC 8/3440 EOK FI/T KEOKUK MUNI, KEOKUK, IA. RNAV (GPS) RWY 32, ORIG...LNAV/VNAV DA 1163/HAT 492 ALL CATS, VIS 1 3/4 ALL CATS. CIRCLING MDA 1180/HAA 509 CATS A/B, VIS CAT A/B 1. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURLINGTON RGNL ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, AND INCREASE LNAV/VNAV VISIBILITY 1/4 MILE ALL CATS.

KNOXVILLE

Knoxville Muni

FDC 8/0284 OXV FI/T KNOXVILLE MUNI, KNOXVILLE, IA. NDB RWY 15, AMDT 7...NDB RWY 33, AMDT 6...PROCEDURE NA.

OTTUMWA

Ottumwa Industrial

FDC 8/8811 OTM FI/T OTTUMWA INDUSTRIAL, OTTUMWA, IA. ILS RWY 31, AMDT 5...RNAV (GPS) RWY 13, ORIG...LOC/DME BC RWY 13, AMDT 3A...VOR/DME RWY 13, AMDT 7...RNAV (GPS) RWY 22, ORIG...VOR OR GPS RWY 31, AMDT 14B...CAT D MINIMUMS NA.

PERRY

Perry Muni

FDC 8/6137 PRO FI/P PERRY MUNI, PERRY, IA. NDB RWY 32, AMDT 5A...S-32 MDA 1680/HAT 668 CAT A/B. CIRCLING MDA 1680/HAA 667 CAT A/B. CAT C/D MINIMUMS NA. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOONE ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET. DELETE BOONE ALTIMETER SETTING MINIMUMS. AIRPORT ELEVATION: 1013 TDZE: 1012 THIS IS NDB RWY 32, AMDT 5B.

FDC 8/6136 PRO FI/P PERRY MUNI, PERRY, IA. GPS RWY 14, ORIG-A...S-14 HAT 468 ALL CATS. CIRCLING HAA 467 ALL CATS. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOONE ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET. DELETE BOONE ALTIMETER SETTING MINIMUMS. AIRPORT ELEVATION: 1013 TDZE: 1012 THIS IS GPS RWY 14, ORIG-B.

FDC 8/6135 PRO FI/P PERRY MUNI, PERRY, IA. NDB RWY 14, AMDT 2A...S-14 MDA 1640/HAT 628 CAT A/B. CIRCLING MDA 1640/HAA 627 CAT A/B. CAT C/D MINIMUMS NA. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOONE ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET. DELETE BOONE ALTIMETER SETTING MINIMUMS. AIRPORT ELEVATION: 1013 TDZE: 1012. THIS IS NDB RWY 14, AMDT 2B.

RED OAK

Red Oak Muni

FDC 7/1050 RDK FI/T RED OAK MUNI, RED OAK, IA. GPS RWY 5, ORIG...PROCEDURE NA.

SIOUX CITY

Sioux Gateway/Col. Bud Day Field

FDC 8/9429 SUX FI/T SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 35 CLIMB RUNWAY HEADING TO 4200 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4527 SUX FI/T SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. VOR/DME OR TACAN OR GPS RWY 13, AMDT 17B...CIRCLING MDA 2000/HAA 902 CAT E. VIS CAT E 3. ALTERNATE MINIMUMS CAT E 900-3.

FDC 6/5727 SUX FI/T SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. VOR OR TACAN OR GPS RWY 31, AMDT 25B. S-31 MDA 1540/HAT 445, VIS CAT C 4000. CIRCLING CAT C MDA 1660/HAA 562, CAT E MDA 2000/HAA 902, VIS CAT E 3. MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 2900 DIRECT TO SIOUX CITY (SUX) VORTAC AND HOLD. (TACAN AIRCRAFT CONTINUE VIA SUX R-132 TO PARRC 12 DME AND HOLD SE, RIGHT TURN, 312 INBOUND.) VDP AT 2.37 DME. DISTANCE VDP TO THLD 1.25 MILES. ALTERNATE MINIMUMS: CATEGORY E, 1000-3.

VINTON

Vinton Veterans Memorial Arpk

FDC 8/0285 VTI FI/T VINTON VETERANS MEML ARPK, VINTON, IA. NDB RWY 27, AMDT 4...PROCEDURE NA.

WASHINGTON

Washington Muni

FDC 8/2730 AWG FI/T WASHINGTON MUNI, WASHINGTON, IA. GPS RWY 18, ORIG...GPS RWY 36, ORIG...VOR/DME RWY 36, ORIG-A...CAT C MINIMUMS NA.

WATERLOO

Waterloo Rgnl

FDC 8/7110 ALO FI/T WATERLOO REGIONAL, WATERLOO, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTE: RWY 6, TEMP CRANE 1203 FEET FROM DEPARTURE END OF RUNWAY, 742 FEET RIGHT OF CENTERLINE, 100 AGL/975 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/7109 ALO FI/T WATERLOO REGIONAL, WATERLOO, IA. VOR RWY 24, AMDT 16...S-24: DME MINIMUMS MDA 1280/HAT 413 ALL CATS. VDP 1.6 DME FROM ALO VORTAC. TEMPORARY CRANE 975 MSL 1415 FEET EAST OF RWY 24.

FDC 8/7108 ALO FI/T WATERLOO REGIONAL, WATERLOO, IA. RNAV (GPS) RWY 24, ORIG...S-24: MDA 1280/HAT 413 ALL CATS, VISIBILITY CAT C 1/14, VDP 1.1 NM TO RW 24. TEMPORARY CRANE 975 MSL 1415 FEET EAST OF RWY 24.

WEBSTER CITY

Webster City Muni

FDC 8/5030 EBS FI/T WEBSTER CITY MUNI, WEBSTER CITY, IA. GPS RWY 32, ORIG...CIRCLING CAT C MDA 1640/HAA 519.

FDC 8/4890 EBS FI/T WEBSTER CITY MUNI, WEBSTER CITY, IA. VOR/DME OR GPS RWY 14, AMDT 4...S14 MDA 1680/HAT 563 ALL CATS. CIRCLING MDA 1680/HAA 559 ALL CATS.

KANSAS

BELLEVILLE

Belleville Muni

FDC 7/0270 RPB FI/T BELLEVILLE MUNI, BELLEVILLE, KS. NDB OR GPS RWY 36, AMDT 4...S-18 MDA 2280/HAT 743 ALL CATS. CAT B VIS 1 1/4, CAT C 2 1/4. CIRCLING MDA 2280/HAA 743 ALL CATS. CAT B VIS 1 1/4, CAT C 2 1/4.

BELOIT

Moritz Memorial

FDC 8/2768 K61 FI/T MORITZ MEMORIAL, BELOIT, KS. VOR/DME OR GPS RWY 17 AMDT 3...DISTANCE FROM MANKATO (TKO) VORTAC R-151/19.50 DME (MAFOT) TO RWY 17 1.27 NM.

BURLINGTON

Coffey County

FDC 8/3030 UKL FI/T COFFEY COUNTY, BURLINGTON, KS. NDB RWY 36, AMDT 2...PROCEDURE NA.

COFFEYVILLE

Coffeyville Muni

FDC 8/8301 CFV FI/T COFFEYVILLE MUNI, COFFEYVILLE, KS. NDB OR GPS RWY 35, ORIG-B...GPS PORTION NA.

DODGE CITY

Dodge City Rgnl

FDC 7/6199 DDC FI/T DODGE CITY REGIONAL, DODGE CITY, KS. VOR/DME RWY 32, AMDT 5...S-32 MINIMUMS NA.

FDC 7/6198 DDC FI/T DODGE CITY REGIONAL, DODGE CITY, KS. RNAV (GPS) RWY 32, AMDT 1...PROCEDURE NA.

HUTCHINSON

Hutchinson Muni

FDC 8/6850 HUT FI/T HUTCHINSON MUNI, HUTCHINSON, KS. ILS RWY 13, AMDT 16...ADD NOTE: S-ILS 13 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

INDEPENDENCE

Independence Muni

FDC 8/8415 IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. ILS RWY 35, AMDT 1...S-LOC 35 DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, JEFFE (ID) LOM OTS.

IOLA

Allen County

FDC 7/6016 K88 FI/T ALLEN COUNTY, IOLA, KS. NDB RWY 1, AMDT 1B...S-1 MINIMUMS NA.

FDC 7/2296 K88 FI/T ALLEN COUNTY, IOLA, KS. GPS RWY 1, ORIG-B...PROCEDURE NA.

JUNCTION CITY

Freeman Field

FDC 8/6426 3JC FI/T FREEMAN FIELD, JUNCTION CITY, KS. RNAV (GPS) RWY 36, ORIG-A...NDB OR GPS B, AMDT 4A...CAT C MINIMUMS NA.

FDC 6/5151 3JC FI/T FREEMAN FIELD, JUNCTION CITY, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURES: RWY 18 CLIMB RUNWAY HEADING TO 2300 BEFORE PROCEEDING ON COURSE. NOTE: RWY 18 TOWER 1.78 NM FROM DEPARTURE END OF RUNWAY, 4714 FT RIGHT OF CENTERLINE, 620 FT AGL/1960 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

LAWRENCE

Lawrence Muni

FDC 8/8455 LWC FI/T LAWRENCE MUNI, LAWRENCE, KS. RNAV (GPS) RWY 33, ORIG...LNAV/VNAV DA 1230/HAT 399 ALL CATS TEMPORARY CRANE 930 MSL/ 94 AGL 3958 FEET S OF APPROACH END RWY 33.

LIBERAL

Liberal Mid-America Rgnl

FDC 8/8288 LBL FI/T LIBERAL MID-AMERICA RGNL, LIBERAL, KS. VOR RWY 35, AMDT 12...VDP NA.

FDC 8/8287 LBL FI/T LIBERAL MID-AMERICA RGNL, LIBERAL, KS. VOR RWY 4, AMDT 3...VDP NA. DME MINIMUMS NA.

FDC 8/2447 LBL FI/T LIBERAL MID-AMERICA RGNL, LIBERAL, KS. RNAV (GPS) RWY 22, ORIG...LPV DA 3233/HAT 356 ALL CATS. VIS 1 1/4 ALL CATS. LNAV/VNAV DA 3275/HAT 398 ALL CATS. VIS 1 1/2 ALL CATS. TEMP CRANE 2947 MSL/80 AGL 4688 FT FROM RWY 22 ON CENTERLINE.

NORTON

Norton Muni

FDC 8/1140 NRN FI/T NORTON MUNI, NORTON, KS. NDB RWY 16, AMDT 1...S-16 CAT C MINIMUMS NA. TERMINAL ROUTE: FROM MCK VOR/DME TO NRN NDB R-115/38.6.

FDC 8/1139 NRN FI/T NORTON MUNI, NORTON, KS. NDB RWY 34, AMDT 1...S-34 MINIMUMS NA. TERMINAL ROUTE: FROM MCK VOR/DME TO NRN NDB R-115/38.6.

OLATHE

Johnson County Executive

FDC 8/2151 OJC FI/T OLATHE/JOHNSON COUNTY EXECUTIVE, OLATHE, KS. RNAV (GPS) RWY 18, AMDT 1...LNAV/VNAV DA 1526/HAT 430 ALL CATS, LNAV MDA 1560/HAT 464 ALL CATS, CIRCLING CATS A/B/C MDA 1620/HAA 524.

FDC 8/2150 OJC FI/T OLATHE/JOHNSON COUNTY EXECUTIVE, OLATHE, KS. RNAV (GPS) RWY 36, AMDT 1...LOC RWY 18, AMDT 7A...LOC RWY 36, AMDT 1...CIRCLING CATS A/B/C MDA 1620/HAA 524.

PRATT

Pratt Industrial

FDC 8/5312 PTT FI/T PRATT INDUSTRIAL, PRATT, KS. NDB RWY 17, AMDT 5...PROCEDURE NA.

ST FRANCIS

Cheyenne County Muni

FDC 8/6213 SYF FI/T CHEYENNE COUNTY MUNI, ST FRANCIS, KS. NDB OR GPS RWY 31L, AMDT 1...CHANGE ALL REFERENCES FROM RWY 13R/31L TO 14R/32L.

TOPEKA

Forbes Field

FDC 8/7258 FOE FI/T TOPEKA/FORBES FIELD, TOPEKA, KS. NDB RWY 13, AMDT 6...MISSED APPROACH: CLIMBING RIGHT TURN TO 3700 VIA HEADING 280 AND TOP R-231 TO DIETS INT AND HOLD.

FDC 8/7257 FOE FI/T TOPEKA/FORBES FIELD, TOPEKA, KS. ILS OR LOC RWY 31, AMDT 9D...MISSED APPROACH: CLIMB TO 1900 THEN CLIMBING LEFT TURN TO 3700 VIA HEADING 275 AND TOP R-231 TO DIETS INT AND HOLD.

Philip Billard Muni

FDC 7/5479 TOP FI/T PHILIP BILLARD MUNI, TOPEKA, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. RWY 22, 200 - 1 OR STANDARD WITH MINIMUM CLIMB OF 206 FT PER NM TO 1100. NOTE: RWY 22, TOWER 150 FT AGL/1031 FT MSL, 5954 FT FROM DEPARTURE END OF RUNWAY, 386 FT LEFT OF CENTERLINE. ALL OTHER DATA REMAINS AS PUBLISHED.

ULYSSES

Ulysses

FDC 8/8007 ULS FI/T ULYSSES, ULYSSES, KS. RNAV (GPS) RWY 17, AMDT 1...LNAV/VNAV DA 3454/ HAT 389 ALL CATS. VISIBILITY 1 1/2 ALL CATS. LNAV MDA 3460/ HAT395 ALL CATS. VDP NA. TEMPORARY RIG, 90 FEET AGL/ 3154 FEET MSL, 301 FEET EAST OF APPROACH END OF RWY 17.

FDC 8/7816 ULS FI/T ULYSSES, ULYSSES, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 17, TEMPORARY RIG 69 FEET FROM DEPARTURE END OF RUNWAY, 293 FEET RIGHT OF CENTERLINE 90 FEET AGL/ 3154 FEET MSL. TEMPORARY RIG 90 FT AGL/ 3154 FT MSL, 301 FEET EAST OF THE APPROACH END RWY 17.

FDC 8/0860 ULS FI/T ULYSSES, ULYSSES, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 17, 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 281 FT PER NM TO 3500. NOTE: RWY 17, TOWER 249 AGL/3305 MSL, 1.38 NM FROM DEPARTURE END OF RUNWAY, 124 RIGHT OF CENTERLINE. ALL OTHER DATA REMAINS AS PUBLISHED.

WICHITA

Beech Factory

FDC 8/1320 BEC FI/T BEECH FACTORY, WICHITA, KS. VOR B, AMDT 3...RNAV (GPS) RWY 18, ORIG-A...CIRCLING MDA/HAA CAT A/B 1920/512. WICHITA MID-CONTINENT ALTIMETER SETTIMG MINIMUMS CIRCLING MDA/HAA CAT A/B 1940/532. TEMP CRANE 1.3 NM SE OF RWY 18, 200 FEET AGL/1553 FEET MSL.

FDC 8/1318 BEC FI/T BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 18, ORIG...CIRCLING MDA/HAA CAT C 1980/572. WICHITA MID-CONTINENT ALTIMETER SETTIMG MINIMUMS CIRCLING MDA/HAA CAT C 2020/612, VIS CAT C 1 3/4. TEMP CRANE 1.3 NM SE OF RWY 18, 200 FEET AGL/1553 FEET MSL.

FDC 8/1182 BEC FI/T BEECH FACTORY, WICHITA, KS. RNAV (GPS) RWY 36, ORIG-B...LNAV MDA/HAT 1860/474 ALL CATS. CIRCLING MDA/HAA CAT A/B 1920/512. DISTANCE VDP TO THLD 1.4 MILES. DISTANCE FAF TO VDP 3.5 MILES. WICHITA MID-CONTINENT ALTIMETER SETTIMG MINIMUMS LNAV MDA/HAT 1900/514 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA/HAA CAT A/B 1940/532. TEMP CRANE 1600 FEET SE OF RWY 36, 200 FEET AGL/1553 FEET MSL.

FDC 8/1181 BEC FI/T BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 36, ORIG...CIRCLING MDA/HAA CAT A/B 1920/512, CAT C 1980/572. WICHITA MID-CONTINENT ALTIMETER SETTIMG MINIMUMS CIRCLING MDA/HAA CAT A/B 1940/532, CAT C 2020/612. VIS CAT C 1 3/4. TEMP CRANE 1600 FEET SE OF RWY 36, 200 FEET AGL/1553 FEET MSL.

FDC 7/4750 BEC FI/T BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 18 ORIG...VOR/DME RNAV RWY 36 ORIG...CIRCLING: MDA 1980/HAA 572 CAT C. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS: CIRCLING: MDA 2020/HAA 612 CAT C, VIS CAT C 1 3/4. TOWER 1621 MSL 1.88 NM NW OF AIRPORT REFERENCE POINT.

Colonel James Jabara

FDC 8/5622 AAO FI/T COLONEL JAMES JABARA, WICHITA, KS. ILS OR LOC/DME RWY 18, ORIG...RNAV (GPS) RWY 18, ORIG-A...RNAV (GPS) E, ORIG...VOR A, AMDT 4...CIRCLING: CAT A MDA 1880/HAA 459.

Wichita Mid-Continent

FDC 8/7798 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 1R, ORIG...LNAV/VNAV DA 1730/ HAT 409 ALL CATS. VIS RVR 5000 ALL CATS. LNAV MDA 1740/ HAT 419 ALL CATS. VIS CAT C RVR 4000. VDP 1.15 NM TO RW01R. TEMPORARY CRANE 2222 FEET ESE OF APPROACH END RWY 1R, 1430 MSL/ 120 AGL.

FDC 8/7797 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 32, ORIG...MDA 1740/ HAT 418 ALL CATS. CAT C VIS 1 1/4. VDP 1.15 NM TO RW32. VUDYU TO RW32: 3.04/52. TEMPORARY CRANE 2222 FEET ESE OF APPROACH END RWY 1R, 1430 MSL/ 120 AGL.

FDC 8/7796 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. NDB RWY 1R, AMDT 15B...S-1R MDA 1780/ HAT 459 ALL CATS. VIS CAT D RVR 6000. TEMPORARY CRANE 2222 FEET ESE OF APPROACH END RWY 1R, 1430 MSL/ 120 AGL.

FDC 8/5232 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV Z RWY 1L, ORIG...LNAV/VNAV DA 1615/HAT 301 ALL CATS. LNAV MDA 1920/ HAT 606 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 1920/ HAA 587 ALL CATS. VIS CAT C 1 3/4.

FDC 8/1229 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 14, ORIG...LNAV MDA 1780/447 HAT ALL CATS. VIS CAT C 1 1/4 CAT D 1 1/2. TEMPORARY CRANE 1471 MSL/150 AGL 2593 FEET EAST OF RWY 14.

FDC 8/1228 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. ILS OR LOC RWY 19R, AMDT 5C...S-ILS 19R DA 1605/275 HAT. TEMPORARY CRANE 1471 MSL/150 AGL 1279 FEET SOUTHEAST OF RWY 19L.

FDC 7/9152 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 19R, ORIG...LNAV/VNAV DA 1717/HAT 387. RVR CATS A/B/C 4000.

FDC 7/7683 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. VOR RWY 14, AMDT 1C...MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 3600 DIRECT ICT VORTAC AND HOLD.

WINFIELD/ARKANSAS CITY

Strother Field

FDC 8/3035 WLD FI/T STROTHER FIELD, WINFIELD/ARKANSAS CITY, KS. ILS OR LOC RWY 35, AMDT 4A...PROCEDURE NA.

KENTUCKY

ASHLAND

Ashland Rgnl

FDC 8/0410 DWU FI/T ASHLAND REGIONAL, ASHLAND, KY. VOR OR GPS RWY 10, AMDT 10B...VOR PORTION NA.

BOWLING GREEN

Bowling Green-Warren County Rgnl

FDC 7/4180 BWG FI/T BOWLING GREEN-WARREN CTY RGNL, BOWLING GREEN, KY. ILS RWY 3 ORIG-A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BW (NOORA) LOM OTS.

CAMPBELLSVILLE

Taylor County

FDC 7/9590 AAS FI/T TAYLOR COUNTY, CAMPBELLSVILLE, KY. SDF RWY 23, AMDT 2A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TYC NDB OTS.

FDC 7/9589 AAS FI/T TAYLOR COUNTY, CAMPBELLSVILLE, KY. NDB OR GPS RWY 23, AMDT 3A...NDB PORTION NA.

DANVILLE

Stuart Powell Field

FDC 8/2027 DVK FI/T STUART POWELL FIELD, DANVILLE, KY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 30, CLIMB HEADING 305 TO 1700 BEFORE TURNING SOUTH.

FDC 8/2026 DVK FI/T STUART POWELL FIELD, DANVILLE, KY. RNAV (GPS) RWY 12, ORIG...LNAV MDA 1680/HAT663 ALL CATS. CIRCLING CATS A/B/C MDA 1680/HAA 658 WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LEXINGTON ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 80 FEET, LPV VISIBILITES 1/4 MILE, LNAV/VNAV ALL CATS VISIBILITIES 1/4 MILE, LNAV CAT B 1/4 MILE, LNAV CATS C/D 1/2 MILE, CIRCLING CAT B 1/4 MILE, CAT C 1/2 MILE, CAT D 1/4 MILE.

FLEMINGSBURG

Fleming-Mason

FDC 8/4693 FGX FI/T FLEMING-MASON, FLEMINGSBURG, KY. LOC RWY 25, ORIG-B...PROCEDURE NA.

FRANKFORT

Capital City

FDC 8/4015 FFT FI/P CAPITAL CITY, FRANKFORT, KY. LOC RWY 24, AMDT 2...S-24 MDA 1280/HAT 490 ALL CATS, CAT C VIS 1 1/4, CAT D VIS 1 1/2. CIRCLING CAT A MDA 1280/HAA 474. CHART FAS OBST: 965 TOWER 381226N/0845010W. ESTWO TO RW24: 3.04/45. DELETE VDP. DELETE NOTE: VDP NA WHEN USING LEXINGTON ALTIMETER SETTING. THIS IS LOC RWY 24,, AMDT 2A.

FDC 8/4014 FFT FI/P CAPITAL CITY, FRANKFORT, KY. RNAV (GPS) RWY 24, AMDT 1...LNAV MDA 1280/HAT 490 ALL CATS. CIRCLING CAT A MDA 1280/HAA 474. CHART FAS OBST: 965 TOWER 381226N/0845010W. LAYIV TO RW24: 3.08/45. DELETE VDP. DELETE NOTE: VDP NA WHEN USING LEXINGTON ALTIMETER SETING. THIS IS RNAV (GPS) RWY 24,, AMDT 1A.

GEORGETOWN

Georgetown Scott County - Marshall Fld

FDC 8/0909 27K FI/T GEORGETOWN SCOTT CO-MARSHALL FLD, GEORGETOWN, KY. VOR/DME RWY 3, AMDT 1...CAMRY TO RW03 2.87/34 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/0908 27K FI/T GEORGETOWN SCOTT CO-MARSHALL FLD, GEORGETOWN, KY. RNAV (GPS) RWY 3, AMDT 1...CIRCLING CAT D MDA 1580/HAA 633 VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/0906 27K FI/T GEORGETOWN SCOTT CO-MARSHALL FLD, GEORGETOWN, KY. RNAV (GPS) RWY 21, AMDT 1...CIRCLING CAT D MDA 1580/HAA 633.

HOPKINSVILLE

Hopkinsville-Christian County

FDC 8/1302 HVC FI/P HOPKINSVILLE-CHRISTIAN COUNTY, HOPKINSVILLE, KY. RNAV (GPS) RWY 8, ORIG...CHANGE ZIRAS DME OUTBOUND HOLDING FROM 5 NM TO 4 NM. THIS IS RNAV (GPS) RWY 8, ORIG-A.

LEXINGTON

Blue Grass

FDC 6/8332 LEX FI/T LEXINGTON/BLUEGRASS, LEXINGTON, KY. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...LNAV MDA NA. CIRCLING TO RWY 8/26 NA.

FDC 6/1735 LEX FI/T BLUE GRASS, LEXINGTON, KY. ILS OR LOC RWY 4, AMDT 17...RNAV (GPS) RWY 4, AMDT 1...RNAV (GPS) RWY 22, AMDT 1...ILS RWY 22, AMDT 19...VOR A, AMDT 9...CIRCLING TO RWY 8/26 NA.

LOUISVILLE

Louisville Intl-Standiford Field

FDC 8/0799 SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS RWY 35R (CAT III), AMDT 3...ILS RWY 35R (CAT II), AMDT 3...EXCEPT WHEN ADVISED BY ATC THAT TEMPORARY CRANES CP7 AND CP8 ARE DOWN: S-ILS 35R (CAT II) 580 DA/100 HAT RVR 1600. S-ILS 35R (CAT III) PROCEDURE NA. TEMPORARY CRANES 2410 FEET NORTH OF RWY 35R AND 892 FEET LEFT OF CENTERLINE, 626 FEET MSL/150 FEET AGL.

FDC 8/0798 SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS RWY 35L (CAT II), AMDT 2...ILS RWY 35L (CAT III), AMDT 2...EXCEPT WHEN ADVISED BY ATC THAT TEMPORARY CRANES CP7 AND CP8 ARE DOWN; S-ILS 35L (CAT II) 564 DA/100 HAT RVR 1600. S-ILS 35L (CAT III) PROCEDURE NA. TEMPORARY CRANES 6488 FEET NORTH OF RWY 35L AND 1086 FEET RIGHT OF CENTERLINE, 626 FEET MSL/150 FEET AGL.

FDC 7/9726 SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. RNAV (GPS) RWY 29, ORIG...LNAV/VNAV DA 979/HAT 499 ALL CATS.

MADISONVILLE

Madisonville Muni

FDC 7/3006 2I0 FI/P MADISONVILLE MUNI, MADISONVILLE, KY. VOR/DME RNAV RWY 23, AMDT 4...CORRECT S-23 MILITARY CAT D LANDING MINIMUMS, DEPICT (400-1/4) VICE (400-1).

MAYFIELD

Mayfield Graves County

FDC 8/1942 M25 FI/T MAYFIELD GRAVES COUNTY, MAYFIELD, KY. VOR/DME RNAV OR GPS RWY 18, AMDT 3...PROCEDURE NA.

MONTICELLO

Wayne County

FDC 7/9921 EKQ FI/T WAYNE COUNTY, MONTICELLO, KY. GPS RWY 3, ORIG...GPS RWY 21, ORIG...CIRCLING MINIMUMS: CAT D MDA 2120/HAA 1157.

MOUNT STERLING

Mount Sterling-Montgomery County

FDC 6/6719 IOB FI/T MOUNT STERLING-MONTGOMERY COUNTY, MOUNT STERLING, KY. NDB OR GPS RWY 3, AMDT 1C...MINIMUM SAFE ALTITUDE WITHIN 25 NM 3600.

OWENSBORO

Owensboro-Daviess County

FDC 7/6971 OWB FI/T OWENSBORO-DAVIESS COUNTY, OWENSBORO, KY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 36, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 330 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED.

WILLIAMSBURG

Williamsburg-Whitley County

FDC 8/1591 W38 FI/T WILLIAMSBURG-WHITLEY COUNTY, WILLIAMSBURG, KY. RNAV (GPS) RWY 2, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT.

FDC 8/1590 W38 FI/T WILLIAMSBURG-WHITLEY COUNTY, WILLIAMSBURG, KY. RNAV (GPS) RWY 20, ORIG-A...DELETE NOTE: PROCEDURE NA AT NIGHT.

LOUISIANA

BATON ROUGE

Baton Rouge Metropolitan, Ryan Field

FDC 8/4596 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. ILS RWY 22R, AMDT 10...S-ILS 22R NA.

FDC 8/3705 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4R, TEMP CRANE 1696 FT FROM DEPARTURE END OF RWY, 887 FT RIGHT OF CENTERLINE, 100 AGL/160 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0895 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. RNAV (GPS) RWY 4L, AMDT 1A...UNLESS OTHERWISE AUTHORIZED BY ATC: LNAV/VNAV DA 717/HAT 648 ALL CATS. CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1 3/4, CAT D 2. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAMMOND NORTHSHORE REGIONAL ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FT AND VIS CAT C/D 1/2 MILE. TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

FDC 8/0892 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. RNAV (GPS) RWY 31, AMDT 1B...RNAV (GPS) RWY 22R, AMDT 1A...UNLESS OTHERWISE AUTHORIZED BY ATC: CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1 3/4, CAT D 2. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAMMOND NORTHSHORE REGIONAL ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FT AND VIS CAT C/D 1/2 MILE. TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

FDC 8/0891 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. VOR RWY 4L, AMDT 17A...UNLESS OTHERWISE AUTHORIZED BY ATC: CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1 3/4, CAT D 2. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAMMOND NORTHSHORE REGIONAL ALTIMETER SETTING AND INCREASE ALL MDA 100 FT AND VIS CAT C/D 1/2 MILE. TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

FDC 8/0890 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. RADAR-1, AMDT 10C...ILS OR LOC RWY 22R, AMDT 10...RNAV (GPS) RWY 13, ORIG-A...VOR/DME RWY 22R, AMDT 8F...ILS OR LOC RWY 13, AMDT 27C...UNLESS OTHERWISE AUTHORIZED BY ATC: CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1 3/4, CAT D 2. TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

FDC 8/0499 BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 22L/R, 500-3 OR STANDARD WITH A MIN CLIMB OF 247 FEET PER NM TO 800. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 506 MSL 3.27 NM SW OF KBTR.

BOGALUSA

George R Carr Memorial Air Fld

FDC 8/8844 BXA FI/T GEORGE R CARR MEMORIAL AIR FLD, BOGALUSA, LA. GPS RWY 36, ORIG-B...2 NM ATD TO BATHO NA DISREGARD NOTE: (ASTERISK)980 WHEN USING NEW ORLEANS LAKEFRONT ALTIMETER SETTING. FLOID TO RWY 36: 3.41/45 S-36 MDA 880/ HAT 763 ALL CATS. VIS CAT B 1 1/4, VIS CAT C 2 1/4. CIRCLING MDA 880/ HAA 761 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. WHEN USING NEW ORLEANS LAKEFRONT ALTIMETER SETTING INCREASE S-36 VIS CAT C 2 3/4, INCREASE CIRCLING VIS CAT C 2 3/4.

FDC 8/7166 BXA FI/T GEORGE R CARR MEMORIAL AIR FLD, BOGALUSA, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18, 600-3 OR STANDARD WITH A MINIMUM CLIMB OF 442 FT PER NM TO 800.

HAMMOND

Hammond Northshore Rgnl

FDC 8/4995 HDC FI/T HAMMOND NORTHSHORE REGIONAL, HAMMOND, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWYS 13, 31 NA. ALL OTHER DATA REMAINS AS PUBLISHED.

HOMER

Homer Muni

FDC 8/2504 5F4 FI/T HOMER MUNICIPAL, HOMER, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 12, 30 NA.

FDC 8/0684 5F4 FI/T HOMER MUNICIPAL, HOMER, LA. NDB RWY 12, AMDT 2...RNAV (GPS) RWY 12, AMDT 1...RNAV (GPS) RWY 30, AMDT 1...PROCEDURE NA.

JENNINGS

Jennings

FDC 8/9375 3R7 FI/T JENNINGS, JENNINGS, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 393 FT PER NM TO 200. NOTE: RWY 13, WATER TOWER, POLE, AND MULTIPLE TREES BEGINNING 262 FT FROM DEPARTURE END OF RUNWAY, 690 FT LEFT OF CENTERLINE, UP TO 172 FT AGL/197 FT MSL. TRANSMISSION LINE AND TREE BEGINNING 766 FT FROM DEPARTURE END OF RUNWAY, 622 FT RIGHT OF CENTERLINE, UP TO 96 FT AGL/119 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

LAFAYETTE

Lafayette Rgnl

FDC 8/9086 LFT FI/T LAFAYETTE REGIONAL, LAFAYETTE, LA. ILS OR LOC RWY 22L, AMDT 4F.DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

LAKE CHARLES

Lake Charles Rgnl

FDC 8/6690 LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. RADAR-1, AMDT 5A...ASR 33: MDA 500/HAT 488 CAT A/B/C/D. VIS CAT C 1, CAT D 1 1/2. CIRCLING: MDA 540/HAA 525 CAT A/B/C. TEMPORARY DRILLING RIG 184 MSL 2640 FEET NE OF RWY 33.

FDC 8/6684 LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. LOC BC RWY 33, AMDT 19...RNAV (GPS) RWY 5, ORIG...RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 23, ORIG-A...VOR A, AMDT 14...VOR/DME B, AMDT 8...ILS RWY 15, AMDT 20A...CIRCLING MDA 540/HAA 525 CATS A, B, C. TEMPORARY DRILLING RIG 184 MSL 2640 FEET NE OF RW33.

FDC 8/6681 LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. RNAV (GPS) RWY 33, AMDT 1...LNAV MDA 500/HAT 488 CATS A, B, C, D. VISIBILITY CAT C 1, CAT D 1 1/2. CIRCLING MDA 540/HAA 525 CATS A, B, C VDP 1.38 NM TO RW33. TEMPORARY DRILLING RIG 184 MSL 2640 FEET NE OF RW33.

FDC 7/0830 LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. VOR A AMDT 14...DME REQUIRED. SBI VOR OTS.

LAKE PROVIDENCE

Byerley

FDC 8/0046 0M8 FI/T BYERLEY, LAKE PROVIDENCE, LA. RNAV (GPS) RWY 17, ORIG...PROCEDURE NA.

MANY

Hart

FDC 7/7427 3R4 FI/T HART, MANY, LA. NDB OR GPS RWY 12 AMDT 4A...PROCEDURE NA.

MONROE

Monroe Rgnl

FDC 8/9942 MLU FI/T MONROE REGIONAL, MONROE, LA. VOR RWY 4, AMDT 17B...S-4 MDA 620/HAT 542 ALL CATS. CIRCLING CATS A/B MDA 620/HAA 541.

NATCHITOCHES

Natchitoches Rgnl

FDC 8/9331 IER FI/P NATCHITOCHES RGNL, NATCHITOCHES, LA. LOC RWY 35, AMDT 3C...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT OOC NDB AND HOLD. CHANGE ALL REFERENCE TO CAMPI (IE) NDB TO NATCHITOCHES (OOC) NDB. THIS IS LOC RWY 35, AMDT 3D.

NEW IBERIA

Acadiana Rgnl

FDC 8/9686 ARA FI/P ACADIANA REGIONAL, NEW IBERIA, LA. VOR OR TACAN RWY 16, AMDT 1...S-16 MDA 440/HAT 416 ALL CATS, VIS CAT C 1 1/4, CAT E 1 1/2. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET, AND INCREASE VISIBILITY S-16 CAT D 1/4 MILE. DELETE CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET. THIS IS VOR OR TACAN RWY 16, AMDT 1A.

FDC 8/9682 ARA FI/P ACADIANA REGIONAL, NEW IBERIA, LA. RNAV (GPS) RWY 16, ORIG...LNAV MDA 440/HAT 416 ALL CATS, VIS CAT C 1 1/4. CIRCLING CAT A/B VIS 1. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE ALTIMETER SETTING AND INCREASE ALL DA/MDA 40 FEET, AND INCREASE VISIBILITY LNAV CAT D 1/4 MILE. DELETE CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 40 FEET. THIS IS RNAV (GPS) RWY 16, ORIG-A.

NEW ORLEANS

Lakefront

FDC 8/0130 NEW FI/T LAKEFRONT, NEW ORLEANS, LA. ILS OR LOC RWY 18R, ORIG...ALTERNATE MINIMUMS NA.

PATTERSON

Harry P Williams Memorial

FDC 8/5947 PTN FI/P HARRY P WILLIAMS MEMORIAL, PATTERSON, LA. VOR/DME A, AMDT 10A...ALTERNATE MINIMUMS: CAT A/B 1200-2, CAT C 1200-3. THIS IS VOR/DME A, AMDT 10B.

RESERVE

St John The Baptist Parish

FDC 8/8710 1L0 FI/T ST JOHN THE BAPTIST PARISH, RESERVE, LA. GPS RWY 17, ORIG-A...CIRCLING MDA 880/ HAA 873 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. TEMPORARY CRANE 470 AGL/480 MSL, 1.16 NM SSW OF APPROACH END RWY 35.

FDC 8/8709 1L0 FI/T ST JOHN THE BAPTIST PARISH, RESERVE, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB 230 FEET PER NM TO 400. RWY 35 STANDARD. DEPARTURE PROCEDURE: RWY 17 WEST BOUND DEPARTURES CLIMB VIA RQR R-115 TO 2200 BEFORE TURNING ON COURSE. TAKE-OFF OBSTACLES: RWY 17, ELEVATOR 1.50 NM FROM DER, 117 FEET RIGHT OF CENTERLINE, 250 FEET AGL/ 265 FEET MSL, SILO 1.51 NM FROM DER, 96 FEET RIGHT OF CENTERLINE 245 FEET AGL/262 FEET MSL. NOTE, RWY 17 BUSH AND TOWERS STARTING 108 FEET FROM DER 354 FEET RIGHT OF CENTERLINE UP TO 115 FEET AGL/124 FEET MSL. TOWER 10.9 NM SOUTHWEST OF AIRPORT 1999 FEET AGL/2003 FEET MSL. TEMPORARY CRANE 1.40 NM SSW OF AIRPORT, 470 FEET AGL/480 FEET MSL.

FDC 8/8706 1L0 FI/T ST JOHN THE BAPTIST PARISH, RESERVE, LA. VOR RWY 35, ORIG-A...S-35 MDA 880/ HAT 873 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. CIRCLING MDA 880/ HAA 873 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. TEMPORARY CRANE 470 AGL/480 MSL, 1.16 NM SSW OF APPROACH END RWY 35.

SHREVEPORT

Shreveport Rgnl

FDC 8/9791 SHV FI/P SHREVEPORT RGNL, SHREVEPORT, LA. IFR ALTERNATE AIRPORT MINIMUMS...ADD PROCEDURE RNAV (GPS) RWY 23 WITH FOOTNOTE 1. ADD FOOTNOTE 1 TO READ: CATEGORY D, 800-2 1/4.

VIVIAN

Vivian

FDC 8/3197 3F4 FI/T VIVIAN, VIVIAN, LA. VOR/DME OR GPS A, AMDT 2...CIRCLING MDA 860/HAA 600 ALL CATS.

MAINE

AUBURN/LEWISTON

Auburn/Lewiston Muni

FDC 8/7142 LEW FI/T AUBURN/LEWISTON MUNI, AUBURN/LEWISTON, ME. ILS OR LOC RWY 4, AMDT 10A...RNAV (GPS) RWY 4, ORIG...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7140 LEW FI/T AUBURN/LEWISTON MUNI, AUBURN/LEWISTON, ME. RNAV (GPS) RWY 22, ORIG...ADD PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

AUGUSTA

Augusta State

FDC 7/1736 AUG FI/T AUGUSTA STATE, AUGUSTA, ME. VOR/DME RWY 8, AMDT 11...S-8 MINIMUMS NA. CIRCLING CAT A MDA 940/HAA 588.

FDC 7/1544 AUG FI/T AUGUSTA STATE, AUGUSTA, ME. GPS RWY 8, ORIG-A...S-8 MDA 940/HAT 588 ALL CATS CIRCLING CAT A MDA 940/HAA 588. ANTENNA TOWER 170AGL/675MSL 1.58 NM WEST OF RWY 8.

CARIBOU

Caribou Muni

FDC 8/7511 CAR FI/T CARIBOU MUNI, CARIBOU, ME. RNAV (GPS) RWY 19, ORIG...STRAIGHT IN TAA 097/30 NM CW 277/30 NM TO 097/15 NM CW 277/15 NM MDA 3600. LEFT BASE TAA 277/30 NM CW 007/30 NM TO 277/15 NM CW 007/15 NM MDA 3500. RIGHT BASE TAA 007/30 NM CW 097/30 NM TO 007/10 NM CW 097/10 NM MDA 3600.

FRENCHVILLE

Northern Aroostook Rgnl

FDC 8/7514 FVE FI/T NORTHERN AROOSTOOK REGIONAL, FRENCHVILLE, ME. RNAV (GPS) RWY 14, ORIG...TAA 045/30 NM CW 225/30 NM TO CESGE MDA 3700. TAA 225/30 NM CW 315/30 NM TO CESGE MDA 3700. TERMINAL ROUTE FOMEP TO CESGE MDA 3700. MINIMUM HOLDING ALTITUDE AT CESGE 3700.

FRYEBURG

Eastern Slopes Rgnl

FDC 8/1333 IZG FI/T EASTERN SLOPES REGIONAL, FRYEBURG, ME. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 32, 2200-2 WITH MINIMUM CLIMB OF 471 FEET PER NM TO 6600. ALL OTHER DATA REMAINS AS PUBLISHED.

GREENVILLE

Greenville

FDC 8/1749 52B FI/T GREENVILLE SPB, GREENVILLE, ME. NDB OR GPS A, AMDT 4C...CIRCLING MDA 2600/HAA 1572 ALL CATS. TERMINAL ROUTE AUGUSTA (AUG) VOR/DME TO SQUAW (XQA) NDB NA.

MILLINOCKET

Millinocket Muni

FDC 8/2072 MLT FI/T MILLINOCKET MUNI, MILLINOCKET, ME. LOC RWY 29, ORIG-C...PROCEDURE NA.

PORTLAND

Portland Intl Jetport

FDC 8/9802 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, ORIG-B...LNAV MDA 520/HAT 471 ALL CATS. VISIBILITY CAT D 1 1/2. TEMPORARY CRANE 247 MSL 1.27 NM E OF RWY 36.

FDC 8/9801 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 11, AMDT 2B...LNAV/VNAV DA 643/HAT 566 ALL CATS. VIS 1 1/2 ALL CATS. TEMPORARY CRANE 295 MSL 1.43 NM NW OF RWY 11.

FDC 8/9633 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD NOTE: RWY 29, TEMP CRANE 3089 FT FROM DER, 1037 FT RIGHT OF CENTERLINE, 90 FT AGL/183 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0040 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, ORIG-B...LNAV/VNAV DA NA.

RANGELEY

Rangeley Lake

FDC 8/4221 M57 FI/T RANGELEY LAKE SPB, RANGELEY, ME. NDB OR GPS B, ORIG-B...PROCEDURE NA.

WISCASSET

Wiscasset

FDC 7/5965 IWI FI/T WISCASSET, WISCASSET, ME. NDB RWY 25, AMDT 5B...PROCEDURE NA.

MARYLAND

ANNAPOLIS

Lee

FDC 8/1766 ANP FI/T LEE, ANNAPOLIS, MD. RNAV (GPS) RWY 30, ORIG-D...LNAV MDA MINIMUMS NA. BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS: LNAV MDA MINIMUMS NA.

BALTIMORE

Baltimore/Washington Intl Thurgood Marshal

FDC 8/8982 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. VOR RWY 10, AMDT 17...DME MINIMUMS NA. MDA 1320/HAT 1177 ALL CATS. CIRCLING MDA 1320/HAA 1174 ALL CATS. VDP NA. ALTERNATE MINIMUMS: CAT A 1200-1 1/4, CAT B 1200-1 1/2, CATS C/D 1200-3.

FDC 8/7613 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 33R, 300-2 OR STANDARD WITH MINIMUM CLIMB OF 275 PER NM TO 600. NOTE: RWY 33R, TEMPORARY CRANE 1.56 NM FROM DEPARTURE END OF RUNWAY, 1033 FEET RIGHT OF CENTERLINE 225 AGL/405 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0822 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. RNAV (GPS) RWY 33R, AMDT 1...RNAV (GPS) Y RWY 10, AMDT 1...RNAV (GPS) Y RWY 28, AMDT 1...RNAV (GPS) Y RWY 33L, AMDT 1...RNAV (GPS) Y RWY 15R, AMDT 1...CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: LPV CAT B/C/D 700-2. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0720 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS OR LOC RWY 33L, AMDT 10...CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: S-ILS 33L CAT B/C/D 700-2. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0719 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS OR LOC RWY 33R, AMDT 1...CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: S-ILS 33R CAT B/C/D 700-2. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0718 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS OR LOC RWY 10, AMDT 19...CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: S-ILS 10 CAT B/C/D 700-2. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0717 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. RNAV (GPS) RWY 4, ORIG-A...RNAV (GPS) RWY 22, AMDT 1...VOR/DME RWY 4, AMDT 3A...VOR/DME RWY 15L, AMDT 2A...VOR/DME RWY 22, AMDT 11...VOR/DME RWY 33L, AMDT 3...VOR RWY 28, AMDT 24...CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0716 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS OR LOC RWY 28, AMDT 16...ZIXUS FIX MINIMUMS: CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0715 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS RWY 15R, AMDT 15A...CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: S-ILS 15R CAT B/C/D 700-2. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0246 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. RNAV (GPS) RWY 15L, AMDT 1...LNAV/VNAV DA 776/HAT 634 ALL CATS, VIS 2 ALL CATS. LNAV MDA 720/HAT 578 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. VDP NA. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

FDC 8/0244 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. RNAV (RNP) Z RWY 15R, ORIG...PROCEDURE NA.

FDC 8/0242 BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS OR LOC RWY 15L, AMDT 1...ADCOK FIX MINIMUMS: S-LOC 15L MDA 720/HAT 578 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A MDA 720/HAA 574, CAT B/C/D MDA 760/HAA 614, VIS CAT C 1 3/4. TEMPORARY CRANE 405 MSL 1.56 NM NW OF RWY 15L.

Martin State

FDC 8/0983 MTN FI/T MARTIN STATE, BALTIMORE, MD. ILS OR LOC RWY 33, AMDT 7...S-ILS MINIMUMS NA.

CAMP SPRINGS

Andrews AFB

FDC 8/4451 ADW FI/T ANDREWS AFB, CAMP SPRINGS, MD. NDB RWY 19R, ORIG...PROCEDURE NA.

CHURCHVILLE

Harford County

FDC 7/7670 0W3 FI/T HARFORD COUNTY, CHURCHVILLE, MD. VOR/DME A, AMDT 1A...PROCEDURE NA.

CLINTON

Washington Executive/Hyde Field

FDC 6/6651 W32 FI/T WASHINGTON EXECUTIVE/HYDE FLD, CLINTON, MD. VOR/DME RWY 5, ORIG...PROCEDURE NA.

LEONARDTOWN

St. Mary's County Rgnl

FDC 7/6353 2W6 FI/T ST. MARY S COUNTY REGIONAL, LEONARDTOWN, MD. VOR OR GPS RWY 29, AMDT 6A...VOR PORTION NA.

OAKLAND

Garrett County

FDC 8/0588 2G4 FI/T GARRETT COUNTY, OAKLAND, MD. VOR RWY 27, AMDT 4...DME REQUIRED.

SALISBURY

Salisbury-Ocean City Wicomico Rgnl

FDC 8/2297 SBY FI/T SALISBURY-OCEAN CITY WICOMICO REGIONAL, SALISBURY, MD. VOR RWY 23, AMDT 9A...S-23 MDA 1100/HAT 1050 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 1100/HAA 1048 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. DME MINIMUMS NA. VDP NA. ALTERNATE MINIMUMS: CATS A/B 1100-2, CATS C/D 1100-3.

STEVENSVILLE

Bay Bridge

FDC 4/3044 W29 FI/T STEVENSVILLE/BAY BRIDGE, STEVENSVILLE, MD. VOR/DME RWY 29 AMDT 1...PROCEDURE NA.

WESTMINSTER

Carroll County Rgnl/Jack B Poage Field

FDC 7/0981 DMW FI/T CARROLL COUNTY REGNL/JACK B POAGE FIELD, WESTMINSTER, MD. RNAV (GPS) RWY 34, ORIG-B...CIRCLING MDA 1300/HAA 511 ALL CATS.

MASSACHUSETTS

BEVERLY

Beverly Muni

FDC 8/7113 BVY FI/T BEVERLY MUNI, BEVERLY, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 16, 200-1. TEMPORARY CRANE 284 MSL 3087 FEET SE OF RWY 34.

FDC 7/2085 BVY FI/T BEVERLY MUNI, BEVERLY, MA. LOC RWY 16, AMDT 6...TAITS INT, BOSTON VOR/DME (BOS) R-017 LADTI INT, PEASE (PSM) VORTAC R-223.

BOSTON

General Edward Lawrence Logan Intl

FDC 8/9727 BOS FI/P GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 33L, ORIG-A...CHANGE ALL REFERENCES OF HULLZ TO NIMOY. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CIRCLING CAT A/B VIS 1. THIS IS RNAV (GPS) RWY 33L,, ORIG-B.

FDC 8/6813 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 27, STANDARD WITH A MINIMUM CLIMB OF 477 FEET PER NM TO 1300 FEET. NOTE: RWY 27, TEMPORARY CRANE 1.4 NM FROM DER, 1163 FEET RIGHT OF CENTERLINE, 453 FEET AGL/470 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0521 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 32, ORIG-A...CIRCLING CAT B MDA 1020/HAA 1000, VIS CAT B 1 1/2. CHANGE CIRCLING NOTE TO READ: CATS C AND D CIRCLING NOT AUTHORIZED WEST OF RWYS 4L AND 15R.

FDC 8/0459 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 4R, ORIG-D...LNAV/VNAV DA NA. CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2.

FDC 8/0455 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27, AMDT 2B...VOR/DME RWY 33L, AMDT 2B...VOR/DME OR GPS A, ORIG-A...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2. ALTERNATE MINIMUMS: CATS A/B 1000-2.

FDC 8/0454 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 15R, AMDT 2...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2. ALTERNATE MINIMUMS: CATS A/B 1000-2.

FDC 8/0453 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 15R, ORIG-B...RNAV (GPS) RWY 22L, ORIG...RNAV (GPS) RWY 27, ORIG-A...RNAV (GPS) RWY 33L, ORIG-A...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2.

FDC 8/0439 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. ILS RWY 22L, AMDT 7...ILS RWY 15R, AMDT 1B...ILS RWY 27, AMDT 2...ILS RWY 33L, AMDT 2...ILS OR LOC RWY 4R, AMDT 9B...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2. ALTERNATE MINIMUMS: ILS, LOC CATS A/B 1000-2. ILS, CATS C/D 700-2.

FDC 6/9460 BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 33L, ORIG-A...LNAV/VNAV DA 556/HAT 540 ALL CATS. VIS RVR 6000 ALL CATS.

GARDNER

Gardner Muni

FDC 8/7893 GDM FI/T GARDNER MUNI, GARDNER, MA. VOR OR GPS A, AMDT 5A...VOR PORTION NA.

HYANNIS

Barnstable Muni-Boardman/Polando Field

FDC 8/2602 HYA FI/T BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 24, STANDARD WITH A MINIMUM CLIMB OF 308 FEET PER NM TO 300. NOTE: RWY 24, TEMPORARY CRANE 4373 FEET FROM DEPARTURE END OF RUNWAY, 1272 FEET LEFT OF CENTERLINE, 125 FT AGL/165 FT MSL.

NANTUCKET

Nantucket Memorial

FDC 8/6492 ACK FI/T NANTUCKET MEMORIAL, NANTUCKET, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 33, 200-1 ALL OTHER DATA REMAINS AS PUBLISHED TEMPORARY CRANE 168 MSL 602 FEET FROM DEPARTURE END OF RUNWAY, 490 FEET LEFT OF CENTERLINE.

FDC 8/6447 ACK FI/T NANTUCKET MEMORIAL, NANTUCKET, MA. ILS RWY 24, AMDT 15C...GPS RWY 33, ORIG-C...VOR OR GPS RWY 24, AMDT 13B...NDB RWY 24, AMDT 11B...ILS OR LOC RWY 6, ORIG...CIRCLING CAT A/B/C MDA 520/HAA 472 TEMPORARY CRANE 168 MSL 816 FEET NW OF RWY 15.

NORTHAMPTON

Northampton

FDC 6/7424 7B2 FI/T NORTHAMPTON, NORTHAMPTON, MA. GPS RWY 14, ORIG...PROCEDURE NA.

FDC 4/3228 7B2 FI/T NORTHAMPTON, NORTHAMPTON, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 14, 1500-3. RWY 32, 1700-3 OR STANDARD WITH MINIMUM CLIMB OF 330 FEET PER NM TO 2200. DEPARTURE PROCEDURE: RWY 14, NA. RWY 32, CLIMB VIA HEADING 323 TO 2200 BEFORE PROCEEDING ON COURSE. NOTE: RWY 14, TREES ON RAPIDLY RISING TERRAIN/RIDGELINE, 1.6 NM FROM DEPARTURE END OF RWY 3200 FEET RIGHT OF CENTERLINE THROUGH 2NM FROM DEPARTURE END OF RWY ON CENTERLINE, UP TO 80 FT AGL/1100 FT MSL. RWY 32, VEHICLES ON ROAD, 215 FT FROM DEPARTURE END OF RWY ON CENTERLINE, UP TO 15 FT AGL/135 FT MSL. TOWER, 1.7 NM FROM DEPARTURE END OF RWY, 2900 FT RIGHT OF CENTERLINE, 240 FT AGL/447 FT MSL.

ORANGE

Orange Muni

FDC 8/7695 ORE FI/T ORANGE MUNI, ORANGE, MA. VOR A, AMDT 6B...PROCEDURE NA.

WESTFIELD/SPRINGFIELD

Barnes Muni

FDC 8/6038 BAF FI/T BARNES MUNI, WESTFIELD/SPRINGFIELD, MA. VOR OR TACAN RWY 2, AMDT 4C...ADD CAT E MINIMUMS S-2: MDA 780/HAT 515, VIS 1 3/4. ADD CAT E CIRCLING: MDA 1480/HAA 1209, VIS 3. ALTERNATE MINIMUMS: CATEGORY E 1300-3, NA WHEN CONTROL TOWER CLOSED.

MICHIGAN

ALLEGAN

Padgham Field

FDC 8/9616 35D FI/T PADGHAM FIELD, ALLEGAN, MI. VOR OR GPS RWY 28, AMDT 13A...PROCEDURE NA.

FDC 8/9615 35D FI/T PADGHAM FIELD, ALLEGAN, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: NA.

ALPENA

Alpena County Rgnl

FDC 8/5912 APN FI/T ALPENA COUNTY RGNL, ALPENA, MI. NDB OR GPS RWY 1, AMDT 6B...S-1 MDA 1280/HAT 595 ALL CATS, VIS CAT A/B 1 MILE. CIRCLING MDA 1280/HAA 591 ALL CATS.

ANN ARBOR

Ann Arbor Muni

FDC 8/6000 ARB FI/T ANN ARBOR MUNI, ANN ARBOR, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 6, STARDARD WITH A MIN CLIMB OF 380 FEET PER NM TO 1100. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 980 3384 FEET NE OF RWY 24.

FDC 8/3963 ARB FI/T ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 24, AMDT 13A...S-24 MDA 1520/HAT 689 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 1520/HAA 681 ALL CATS. VIS CAT C 2, CAT D 2 1/4. WILLOW RUN ALTIMETER SETTING MINIMUMS S-24 MDA 1560/HAT 729 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 1560/HAA 721 ALL CATS. ALTERNATE MINS: S-24 CAT D 800-2 1/4. TEMPORARY CRANE 1216 MSL 400 AGL 3.57 NM NE OF RWY 24.

BEAVER ISLAND

Beaver Island

FDC 6/2897 SJX FI/T BEAVER ISLAND, BEAVER ISLAND, MI. NDB OR GPS RWY 27, ORIG...DELETE NOTE: USE PELLSTON ALTIMETER SETTING.

BELLAIRE

Antrim County

FDC 8/6019 ACB FI/T ANTRIM COUNTY, BELLAIRE, MI. VOR RWY 2, AMDT 2A...PROCEDURE NA.

CADILLAC

Wexford County

FDC 8/9258 CAD FI/T WEXFORD COUNTY, CADILLAC, MI. NDB OR GPS RWY 7, AMDT 1A...S-7: MDA 2120/ HAT 813 ALL CATS. CIRCLING MDA 2120/ HAA 813 ALL CATS. GEWIZ MINIMUMS: S-7 MDA 1860/ HAT 553 ALL CATS. GEWIZ FIX ALTITUDE 2120, 2260 WHEN USING KHTL ALTIMETER SETTING. CAT D MINIMUMS NA WHEN USING KHTL ALTIMETER SETTING. NDB PORTION NA.

CHARLOTTE

Fitch H Beach

FDC 8/4244 FPK FI/T FITCH H BEACH, CHARLOTTE, MI. VOR OR GPS RWY 20, AMDT 10...VOR PORTION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 7/8827 FPK FI/T FITCH H BEACH, CHARLOTTE, MI. VOR OR GPS RWY 20, AMDT 10...VOR PORTION NA. DISREGARD NOTE: USE LANSING ALTIMETER SETTING.

DETROIT

Detroit Metropolitan Wayne County

FDC 8/8712 DTW FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS OR LOC RWY 27L, AMDT 2A...MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 DIRECT WINDSOR (YQG) VOR/DME AND HOLD SE, RT, 326.00 INBOUND.

Willow Run

FDC 8/8779 YIP FI/T WILLOW RUN, DETROIT, MI. ILS RWY 23L, AMDT 7B...S-ILS 23L DA 958/HAT 250 ALL CATS, VIS 3/4 ALL CATS. S-LOC 23L VIS CAT A/B 3/4. INOP TABLE DOES NOT APPLY.

FDC 8/5664 YIP FI/T WILLOW RUN, DETROIT, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 14, NA. CONSTRUCTION SE OF AIRPORT.

DETROIT/GROSSE ILE

Grosse Ile Muni

FDC 5/1225 ONZ FI/T DETROIT/GROSSE ILE MUNI, DETROIT/GROSSE ILE, MI. RNAV (GPS) RWY 22, ORIG-A...PROCEDURE NA.

EATON RAPIDS

Skyway Estates

FDC 8/0011 60G FI/T SKYWAY ESTATES, EATON RAPIDS, MI. VOR OR GPS A, AMDT 1...CIRCLING MDA 1680/HAA 749 ALL CATS. VISIBILITY CAT B 1 1/4. DME MINIMUMS: CIRCLING MDA 1480/HAA 549 ALL CATS.

ESCANABA

Delta County

FDC 6/6347 ESC FI/T DELTA COUNTY, ESCANABA, MI. VOR OR GPS RWY 9, AMDT 13...VOR OR GPS RWY 27, AMDT 11...MINIMUM SAFE ALTITUDE FROM ESCANABA (ESC) VOR/DME WITHIN 25 MILES 090-360 2600.

FLINT

Bishop Intl

FDC 8/6942 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. ILS RWY 27, AMDT 4...ALTERNATE MISSED APPROACH NA.

FDC 8/5477 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. VOR RWY 27, ORIG...DME MINIMUMS: CIRCLING CAT A MDA 1300/HAA 518.

FDC 8/5391 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. VOR RWY 36, ORIG...DME MINIMUMS: CIRCLING: CAT A MDA 1300/HAA 518.

FDC 8/5389 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. RNAV (GPS) RWY 36, ORIG...LNAV/VNAV: DA 1257/HAT 475 ALL CATS. VIS 1 3/4 ALL CATS. CIRCLING: CAT A MDA 1300/HAA 518. VDP NA.

FREMONT

Fremont Muni

FDC 8/0024 FFX FI/T FREMONT MUNI, FREMONT, MI. RNAV (GPS) RWY 36, AMDT 1A...PROCEDURE NA.

GAYLORD

Gaylord Rgnl

FDC 7/3197 GLR FI/T GAYLORD REGIONAL, GAYLORD, MI. ILS RWY 9 ORIG-A...S-ILS 9: MDA 1572/HAT 250 ALL CATS. VIS ALL CATS 3/4. S-LOC 9: MDA 1860/HAT 538 ALL CATS. VIS CAT A/B 3/4, CAT C 1, CAT D 1 1/4. CIRCLING: MDA 1860/HAA 531 CAT A.

GRAND HAVEN

Grand Haven Memorial Airpark

FDC 8/1430 3GM FI/T GRAND HAVEN MEML AIRPARK, GRAND HAVEN, MI. VOR A, AMDT 16...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MKG LOM OTS.

GRAND RAPIDS

Gerald R. Ford Intl

FDC 8/7916 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...LNAV MDA 1280/HAT 487 ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 1360/HAA 567 CAT A/B/C. VDP 1.38 NM TO RW08R. TEMP CRANE 997 FT MSL 2651 FT NORTH OF RWY 26L MIDFIELD.

FDC 8/7915 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV MDA 1300/HAT 512 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1360/HAA 567 CAT A/B/C. VDP 1.51 NM TO RW17. TEMP CRANE 997 MSL 2651 FT. NORTH OF RWY 26L MIDFIELD.

FDC 8/7914 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8L, ORIG...LNAV MDA 1300/HAT 514 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1360/HAA 567 ALL CATS. VDP 1.51 NM TO RW08L. TEMP CRANE 997 MSL 2381 FT. SOUTH OF RWY 8L.

FDC 8/7837 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. VOR RWY 17, ORIG-C...S-17 MDA 1300/HAT 512 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C/ MDA 1360/HAA 567. TEMPORARY CRANE 997 FT MSL 3089 FT WEST OF RWY 17.

FDC 8/7834 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 26R, ORIG...LNAV/VNAV DA 1216/HAT 430 ALL CATS. VIS 1 1/2 ALL CATS. CIRCLING MDA 1360/HAA 567 CAT A/B/C. TEMP CRANE 997 FT MSL 2651 FT NORTH OF RWY 26L MIDFIELD.

FDC 8/7825 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR RWY 26L, AMDT 10B...ASR 26L MDA 1160/HAT 370 ALL CATS. CIRCLING CATS A/B/C MDA 1360/HAA 567. TEMPORARY CRANE 997 MSL 2651 FT NORTH OF RWY 26L MIDFIELD.

FDC 8/7813 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR RWY 26R, AMDT 10B...26R MDA 1200/HAT 414 ALL CATS. VIS CAT C 1 1/4.

FDC 8/7812 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR RWY 26R, AMDT 10B...CIRCLING CATS A/B/C MDA 1360/HAA 567. TEMPORARY CRANE 997 MSL 2651 NORTH OF RWY 26L MIDFIELD.

FDC 8/7811 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR 8L, AMDT 10B...ASR RWY 8L MDA 1260 HAT 474 ALL CATS. VIS CAT D 1 1/2 CIRCLING MDA 1360 HAA 567 CATS A/B/C. TEMP CRANE 997 FT MSL, 2381 FT SOUTH OF RWY 8L.

FDC 8/7810 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS RWY 26L, AMDT 20B...GLGHR INT MINIMUMS: S-LOC 26L MDA 1300 HAT 510 ALL CATS. CATS C/D VIS RVR 5000. CIRCLING MDA 1360 HAA 567 CATS A/B/C. TEMP CRANE 997 FT MSL, 2651 FT NORTH OF RWY 26L, MIDFIELD.

FDC 7/6534 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8L, ORIG...LNAV MDA 1220/HAT 434 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1280/HAA 487 CATS A/B/C. VDP 1.26 NM TO RWY 8L. TEMP CRANE 915 MSL 2351 FEET S OF RWY 8L.

FDC 7/6533 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...RNAV (GPS) RWY 35, ORIG...CIRCLING MDA 1280/HAA 487 CATS A/B/C. TEMP CRANE 915 MSL 2351 FEET S OF RWY 8L.

FDC 7/6532 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV MDA 1220/HAT 432 ALL CATS. CIRCLING MDA 1280/HAA 487 CATS A/B/C. VDP 1.26 NM TO RWY 17. TEMP CRANE 915 MSL 2351 FEET S OF RWY 8L.

FDC 7/2897 GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. VOR RWY 35, ORIG-B...ALSKA INT MINIMUMS NA.

FDC 7/2896 GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1240/HAT 450 ALL CATS. VIS CAT C RVR 4000, CAT D 5000. VDP 1.18 NM TO RWY 35.

FDC 7/2895 GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...LNAV/VNAV DA 1220/HAT 427 ALL CATS. VIS RVR 5000 ALL CATS.

FDC 6/5520 GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV DA 1230/HAT 442, VIS 1 1/2 ALL CATS. CIRCLING VIS CAT A/B 1.

GRAYLING

Grayling AAF

FDC 7/1853 GOV FI/T GRAYLING AAF, GRAYLING, MI. VOR RWY 14, AMDT 1C...TERMINAL ROUTE FROM GAYLORD (GLR) VOR/DME TO GRAYLING (CGG) VOR NA.

FDC 4/2015 GOV FI/T GRAYLING AAF, GRAYLING, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. TAKE-OFF MINIMUMS: RWY 14, 300-1 OR STD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 1400. NOTE: RWY 14, TOWER, 4058 FT FROM DEPARTURE END OF RWY, 1153 FT RT OF CENTERLINE, 136 FT AGL/1273 FT MSL. REST REMAINS AS PUBLISHED.

FDC 2/2568 GOV FI/T GRAYLING AAF, GRAYLING, MI. VOR RWY 14, AMDT 1C...S-14: CAT C/D STRAIGHT IN MINIMUMS NA.

HOLLAND

Tulip City

FDC 8/1525 BIV FI/T TULIP CITY, HOLLAND, MI. RNAV (GPS) RWY 26, AMDT 2...LPV DA NA LNAV/VNAV DA NA.

FDC 8/0791 BIV FI/T TULIP CITY, HOLLAND, MI. ILS OR LOC/DME RWY 26, AMDT 1...S-ILS 26 CAT D MINIMUMS NA. S-LOC 26 DA 1020/HAT 334 ALL CATS. CAT D MINIMUMS NA. VDP 2.1 NM TO RWY 26. TCH 32.

FDC 7/7797 BIV FI/T TULIP CITY, HOLLAND, MI. VOR A, AMDT 10C...ADD NOTE: DME REQUIRED.

IRON MOUNTAIN KINGSFORD

Ford

FDC 8/9299 IMT FI/T FORD, IRON MOUNTAIN KINGSFORD, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.TAKE-OFF MINIMUMS: RWY 13, 700-3 OR STD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 2100.

JACKSON

Jackson County-Reynolds Field

FDC 8/9381 JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR OR GPS RWY 14, AMDT 19...VOR OR GPS RWY 32, AMDT 17...GPS PORTION NA.

FDC 6/7400 JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR OR GPS RWY 24 AMDT 21...DME REQUIRED.

FDC 6/7399 JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. ILS RWY 24, AMDT 14...ADF OR DME REQUIRED.

KALAMAZOO

Kalamazoo/Battle Creek Intl

FDC 8/8041 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 23, AMDT 17...CIRCLING MDA 1380/HAA 506 CATS A/B/C.

FDC 8/8036 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 5, ORIG-B...DME MINIMUMS: CIRCLING MDA 1380/HAA 506 CATS A/B/C.

FDC 8/6281 AZO FI/P KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. GPS RWY 5, ORIG...TERMINAL ROUTES: KEELER TO COLDT MNM ALT 2700, YUVIJ TO COLDT MNM ALT 2700, VENTU TO COLDT MNM ALT 2700. NOTES: DELETE NOTE ARM APPROACH MODE PRIOR TO IAF AND ASSOCIATED IAF ICONS. DELETE GRAND RAPIDS ALTIMETER SETTING MINIMUMS. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GRAND RAPIDS ALTIMETER SETTING AND INCREASE ALL MDA 120 FT, INCREASE S-5 AND CIRCLING CAT C VISIBILITY 1/4 MILE. THIS IS GPS RWY 5, ORIG-A.

FDC 8/5861 AZO FI/P KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 17, AMDT 18...CHANGE TERMINAL ROUTE FIX FROM OSEGO INT/PMM 22.58 DME (IAF) TO OSEGO INT/PMM 22.53 DME (IAF). THIS IS VOR RWY 17, AMDT 18A.

FDC 7/7678 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 17, AMDT 18...DISREGARD USE AND LOCATION OF COMPUTER NAV FIX DMLWT.

LAKEVIEW

Lakeview Airport-Griffith Field

FDC 8/7836 13C FI/T LAKEVIEW ARPT-GRIFFITH FIELD, LAKEVIEW, MI. VOR/DME RWY 9, ORIG-A...S-9 MDA 1600/HAT 631 ALL CATS. CIRCLING MDA 1600/HAA 631 ALL CATS.

LANSING

Capital City

FDC 8/6755 LAN FI/T CAPITAL CITY, LANSING, MI. VOR OR GPS RWY 24, AMDT 8B...VOR PORTION NA.

LINDEN

Prices

FDC 7/8141 9G2 FI/T PRICES, LINDEN, MI. VOR A, ORIG...RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 27, ORIG...CIRCLING MDA 1520/HAA 600 ALL CATS.

MARSHALL

Brooks Field

FDC 7/8797 RMY FI/T BROOKS FIELD, MARSHALL, MI. VOR OR GPS RWY 28, AMDT 14...VOR PORTION NA.

MASON

Mason Jewett Field

FDC 8/0606 TEW FI/T MASON JEWETT FIELD, MASON, MI. VOR OR GPS A, AMDT 4...VOR PORTION NA.

FDC 7/8805 TEW FI/T MASON JEWETT FIELD, MASON, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 9-27 TO RWY 10-28.

FDC 7/8804 TEW FI/T MASON JEWETT FIELD, MASON, MI. VOR OR GPS A, AMDT 4...GPS RWY 27, ORIG...CHANGE ALL REFERENCE TO RWY 9-27 TO RWY 10-28.

MIDLAND

Jack Barstow

FDC 7/1278 3BS FI/T JACK BARSTOW, MIDLAND, MI. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1260/HAT 625 ALL CATS. VIS CAT C 1 3/4 . CIRCLING MDA 1260/HAA 625 ALL CATS. VIS CAT C 1 3/4. AIRPORT ELEVATION 635 FEET. TDZE 635.

MUSKEGON

Muskegon County

FDC 8/7387 MKG FI/T MUSKEGON COUNTY, MUSKEGON, MI. ILS OR LOC RWY 32, AMDT 17A...LOC BC RWY 14, AMDT 8...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...PROCEDURE NA.

FDC 8/1240 MKG FI/T MUSKEGON COUNTY, MUSKEGON, MI. ASR RWY 14, AMDT 14...ASR RWY 32, AMDT 14...PROCEDURE NA.

NEW HUDSON

Oakland Southwest

FDC 8/6635 Y47 FI/T OAKLAND SOUTHWEST, NEW HUDSON, MI. VOR OR GPS A, AMDT 3...ADD NOTE: CIRCLING TO RWY 7 NA AT NIGHT.

ONTONAGON

Ontonagon County - Schuster Field

FDC 8/6639 OGM FI/T ONTONAGON COUNTY-SCHUSTER FIELD, ONTONAGON, MI. NDB OR GPS A, AMDT 4...CIRCLING MDA 1460/ HAA 791 ALL CATS.

PONTIAC

Oakland County Intl

FDC 6/6344 PTK FI/T OAKLAND COUNTY INTERNATIONAL, PONTIAC, MI. VOR OR GPS RWY 9R, AMDT 23A...VOR OR GPS RWY 27L, AMDT 14A...DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE COLEMAN A. YOUNG MUNICIPAL ALTIMETER SETTING. ADD NOTE: WHEN CONTROL TOWER CLOSED, OBTAIN LOCAL ALTIMETER SETTING ON ATIS; WHEN NOT ECEIVED USE COLEMAN A. YOUNG MUNICIPAL ALTIMETER SETTING.

PORT HURON

St Clair County Intl

FDC 8/6777 PHN FI/T ST CLAIR COUNTY INTL, PORT HURON, MI. ILS RWY 4, AMDT 3A...VOR/DME OR GPS A, AMDT 7A...CIRCLING MDA CATS A/B/C 1160/ HAA 510. VIS CAT B 1 1/4.

SAGINAW

MBS Intl

FDC 7/3684 MBS FI/T MBS INTL, SAGINAW, MI. RNAV (GPS) RWY 32 ORIG...LNAV: MDA 1100/HAT 435 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. VDP NA.

SAULT STE MARIE

Chippewa County Intl

FDC 8/9625 CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. VOR OR TACAN A, AMDT 6...VOR PORTION NA.

FDC 8/9624 CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. NDB RWY 34, AMDT 5...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SSM VOR OTS.

FDC 8/9623 CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. ILS RWY 16, AMDT 8...ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SSM VOR OTS.

FDC 6/2450 CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

FDC 4/3710 CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. VOR OR TACAN-A, AMDT 6...TACAN PORTION NA.

Sault Ste Marie Muni/Sanderson Field

FDC 8/9626 ANJ FI/T SAULT ST MARIE MUNI/SANDERSON FIELD, SAULT STE MARIE, MI. VOR OR GPS RWY 32, AMDT 2...VOR PORTION NA.

SOUTH HAVEN

South Haven Area Rgnl

FDC 8/0298 LWA FI/T SOUTH HAVEN AREA REGIONAL, SOUTH HAVEN, MI. VOR OR GPS RWY 22, AMDT 9...MISSED APPROACH: CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 4000 DIRECT PMM VOR/DME AND HOLD.

FDC 6/2899 LWA FI/T SOUTH HAVEN AREA REGIONAL, SOUTH HAVEN, MI. VOR OR GPS RWY 22, AMDT 9...DELETE NOTE: USE SOUTH BEND ALTIMETER SETTING.

SPARTA

Paul C. Miller-Sparta

FDC 7/2830 8D4 FI/T PAUL C MILLER-SPARTA, SPARTA, MI. VOR OR GPS A, AMDT 2B...CIRCLING MDA 1400/HAA 625 ALL CATS.

FDC 7/2643 8D4 FI/T PAUL C MILLER-SPARTA, SPARTA, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7/25 NA.

FDC 7/2642 8D4 FI/T PAUL C MILLER-SPARTA, SPARTA, MI. VOR/DME RNAV OR GPS RWY 25, AMDT 2...PROCEDURE NA.

TRAVERSE CITY

Cherry Capital

FDC 3/2394 TVC FI/T CHERRY CAPITAL, TRAVERSE CITY, MI. NDB OR GPS RWY 28, AMDT 10...S-28 MINIMUMS NA.

TROY

Oakland/Troy

FDC 8/9371 VLL FI/T OAKLAND/TROY, TROY, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, TEMPORARY CRANE 415 FROM DEPARTURE END OF RUNWAY, 527 RIGHT OF CENTERLINE, 90 AGL/787 MSL.

FDC 8/4021 VLL FI/T OAKLAND/TROY, TROY, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, TEMPORARY CRANE, 417 FEET FROM DER, 566 FEET RIGHT OF CENTERLINE, 90 FEET AGL/ 787 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

WEST BRANCH

West Branch Community

FDC 8/3303 Y31 FI/T WEST BRANCH COMMUNITY, WEST BRANCH, MI. NDB OR GPS RWY 27, AMDT 6C...NDB PORTION NA.

MINNESOTA

AUSTIN

Austin Muni

FDC 8/4740 AUM FI/T AUSTIN MUNI, AUSTIN, MN. VOR/DME A, AMDT 2...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: 1900 WHEN USING ALBERT LEA ALTIMETER SETTING.

FDC 8/4739 AUM FI/T AUSTIN MUNI, AUSTIN, MN. VOR RWY 35, AMDT 2...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET, AND S-35 CATS C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-35 CATS A/B VISIBILITY TO 1 MILE AND FIBLA FIX MINIMUMS S-35 CATS A/B/C VISIBILITY TO 1 MILE AND CAT D TO 1 1/4 MILE, WHEN USING ALBERT LEA ALTIMETER SETTING INCREASE S-35 CATS A/B AND FIBLA FIX MINIMUMS S-35 CATS A/B VISIBILITY TO 1 MILE. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-35 CATS A/B VISIBILITY TO 1 MILE AND FIBLA FIX MINIMUMS S-35 CATS A/B/C VISIBILITY TO 1 MILE AND CAT D TO 1 1/4 MILE. DISREGARD NOTE: 1760 WHEN USING ALBERT LEA ALTIMETER SETTING.

FDC 8/4738 AUM FI/T AUSTIN MUNI, AUSTIN, MN. RNAV (GPS) RWY 17, ORIG...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET, AND LNAV CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

FDC 8/4737 AUM FI/T AUSTIN MUNI, AUSTIN, MN. VOR RWY 17, AMDT 2...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET, AND S-17 CAT C/D AND CIRCLING CAT C VISIBILITY 1/4 MILE. INCREASE JAPSA FIX MINIMUMS S-17 CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: 1840 WHEN USING ALBERT LEA ALTIMETER SETTING.

FDC 8/2207 AUM FI/T AUSTIN MUNI, AUSTIN, MN. RNAV (GPS) RWY 35, ORIG...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL DAS 48 FEET AND ALL MDAS 60 FEET, INCREASE LNAV/VNAV VISIBILITY 1/4 MILE ALL CATS, AND LNAV CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: BARO-VNAV AND VDP NA WHEN USING ALBERT LEA ALTIMETER SETTING. DISREGARD NOTE: FOR INOPERATIVE MALSR, WHEN USING ALBERT LEA ALTIMETER SETTING, INCREASE LPV VISIBILITY TO 1 1/4 MILE ALL CATS. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 1 1/4 MILE ALL CATS.

FDC 8/2206 AUM FI/T AUSTIN MUNI, AUSTIN, MN. ILS OR LOC RWY 35, ORIG...DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 35 WHEN USING LOCAL ALTIMETER SETTING. CHANGE NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 35. DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE DA TO 1532 FEET AND ALL MDAS 60 FEET, INCREASE S-LOC 35 CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 35 CAT A/B VISIBILITY TO 1 MILE, WHEN USING ALBERT LEA ALTIMETER SETTING INCREASE S-LOC 35 CAT A/B VISIBILITY TO 1 MILE. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-LOC 35 CAT A/B VISIBILITY TO 1 MILE.

BEMIDJI

Bemidji Rgnl

FDC 8/4673 BJI FI/T BEMIDJI REGIONAL, BEMIDJI, MN. VOR OR GPS RWY 13, AMDT 16B...PROCEDURE NA.

FDC 8/4672 BJI FI/T BEMIDJI REGIONAL, BEMIDJI, MN. VOR/DME OR TACAN RWY 31, AMDT 12B...VOR/DME PORTION NA. MAP 5.8 DME. VDP 7.3 DME.

FDC 8/4670 BJI FI/T BEMIDJI REGIONAL, BEMIDJI, MN. RNAV (GPS) RWY 31, ORIG-A...PROCEDURE NA.

FDC 8/3978 BJI FI/T BEMIDJI RGNL, BEMIDJI, MN. ILS OR LOC RWY 31, AMDT 4...ALTERNATE MINIMUMS NA.

BENSON

Benson Muni

FDC 8/4375 BBB FI/T BENSON MUNI, BENSON, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 14, STACK 4031 FEET FROM DEPARTURE END OF RUNWAY, 1886 FEET LEFT OF CENTERLINE, 300 FEET AGL/1332 FEET MSL.

BRAINERD

Brainerd Lakes Rgnl

FDC 8/2357 BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

FDC 7/6579 BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. VOR OR GPS RWY 30, AMDT 13B...PROCEDURE NA.

FDC 7/2543 BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. ILS OR LOC RWY 34, ORIG...TERMINAL ROUTE BRD VORTAC TO NUYBI INT NA. S-LOC 34 MINIMUMS NA.

FDC 7/2542 BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. VOR/DME OR GPS RWY 12, AMDT 9A...PROCEDURE NA.

CALEDONIA

Houston County

FDC 8/1268 CHU FI/T HOUSTON COUNTY, CALEDONIA, MN. GPS RWY 31, ORIG...PROCEDURE NA.

CLOQUET

Cloquet Carlton County

FDC 8/3250 COQ FI/T CLOQUET CARLTON COUNTY, CLOQUET, MN. VOR/DME A, AMDT 5B...PROCEDURE NA.

DODGE CENTER

Dodge Center

FDC 8/3247 TOB FI/T DODGE CENTER, DODGE CENTER, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 22 NA.

DULUTH

Sky Harbor

FDC 7/5283 DYT FI/T SKY HARBOR, DULUTH, MN. RNAV (GPS) RWY 32, ORIG...PROCEDURE NA.

ELY

Ely Muni

FDC 7/8025 ELO FI/T ELY MUNI, ELY, MN. VOR A, ORIG...PROCEDURE NA.

FDC 7/0403 ELO FI/T ELY MUNI, ELY, MN. RNAV (GPS) RWY 30 ORIG...PROCEDURE NA.

FAIRMONT

Fairmont Muni

FDC 8/5607 FRM FI/T FAIRMONT MUNI, FAIRMONT, MN. ILS OR LOC RWY 31, ORIG-C...COPTER ILS RWY 31, ORIG-A...S-ILS 31 MINIMUMS NA.

FARIBAULT

Faribault Muni

FDC 8/3417 FBL FI/T FARIBAULT MUNI, FARIBAULT, MN. VOR/DME RNAV OR GPS RWY 12, AMDT 5...CIRCLING MDA 1560/ HAA 500 ALL CATS. 1199 MSL TEMPORARY CRANE 1232 FEET SOUTH OF KFBL.

FDC 8/3416 FBL FI/T FARIBAULT MUNI, FARIBAULT, MN. GPS RWY 30, ORIG-A...S-30 MDA 1500/HAT 445 ALL CATS. CIRCLING MDA 1560/ HAA 500 ALL CATS. 1199 MSL TEMPORARY CRANE, 1232 FEET SOUTH OF KFBL.

FOSSTON

Fosston Muni

FDC 8/5729 FSE FI/T FOSSTON MUNI, FOSSTON, MN. NDB OR GPS RWY 34, AMDT 3A...NDB PORTION RADAR REQUIRED FOR PROCEDURE ENTRY.

GRAND MARAIS

Grand Marais/Cook County

FDC 8/9344 CKC FI/T GRAND MARAIS/COOK COUNTY, GRAND MARAIS, MN. GPS RWY 27, ORIG...MSA RW27 25NM 3600.

FDC 8/6116 CKC FI/P GRAND MARAIS/COOK COUNTY, GRAND MARAIS, MN. NDB RWY 27, ORIG-A...CHART MSA FROM CKC NDB 360-360 3600. THIS IS NDB RWY 27, ORIG-B.

GRAND RAPIDS

Grand Rapids/Itasca Co-Gordon Newstrom Fld

FDC 8/3951 GPZ FI/T GRAND RAPIDS/ITASCA CO-GORDON NEWSTROM, GRAND RAPIDS, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 4, 10, 22, 28 NA.

GRANITE FALLS

Granite Falls Muni/Lenzen-Roe Memorial Fld

FDC 8/1089 GDB FI/T GRANITE FALLS MUNI/LENZEN-ROE MEML FLD, GRANITE FALLS, MN. GPS RWY 33, ORIG-B...S-33 MINIMUMS NA.

INTERNATIONAL FALLS

Falls Intl

FDC 8/9702 INL FI/P FALLS INTL, INTERNATIONAL FALLS, MN. VOR RWY 31, AMDT 15...CHART NOTE: CIRCLING TO RUNWAY 4-22 NA AT NIGHT. CIRCLING CATS B/C MDA 1680/HAA 495, CAT D MDA 1840/HAA 655. THIS IS VOR RWY 31, AMDT 15A.

MANKATO

Mankato Rgnl

FDC 8/1821 MKT FI/T MANKATO REGIONAL, MANKATO, MN. VOR OR GPS RWY 15, AMDT 6...PROCEDURE NA.

MINNEAPOLIS

Airlake

FDC 7/9269 LVN FI/T MINNEAPOLIS/AIRLAKE, MINNEAPOLIS, MN ILS OR LOC RWY 30 ORIG-B...VOR OR GPS RWY 12 AMDT 1A...MSA FROM FARMINGTON (FGT) VORTAC 3500.

Anoka County-Blaine Arpt(Janes Field)

FDC 6/1513 ANE FI/T ANOKA COUNTY-BLAINE ARPT (JANES FIELD), MINNEAPOLIS, MN. VOR/DME RWY 27, AMDT 4A...S-27 MINIMA NA.

Flying Cloud

FDC 7/9270 FCM FI/T MINNEAPOLIS/FLYING CLOUD, MINNEAPOLIS, MN. VOR RWY 36, AMDT 12...ADD CHART NOTE DME REQUIRED.

Minneapolis-St Paul Intl/Wold-Chamberlain

FDC 8/5240 MSP FI/P MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. RNAV (GPS) RWY 30R, AMDT 1...CHANGE VDP TO READ: VDP AT 1.60 MILES TO RW30R, LNAV ONLY. CIRCLING VIS CAT A/B 1, CAT C 1 1/2. THIS IS RNAV (GPS) RWY 30R, AMDT 1A.

FDC 8/5234 MSP FI/P MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. CONVERGING ILS RWY 35, AMDT 1...CHART NOTE: NO AUTOLAND ON CONVERGING ILS RWY 35. THIS IS CONVERGING ILS RWY 35, AMDT 1A..

FDC 8/3086 MSP FI/T MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. ILS OR LOC RWY 35, AMDT 1...ILS RWY 35 (CAT II), AMDT 1...ILS RWY 35 (CAT III), AMDT 1...RADAR REQUIRED.

RED WING

Red Wing Rgnl

FDC 7/4874 RGK FI/T RED WING RGNL, RED WING, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DELETE DEPARTURE PROCEDURE: RWY 9, 700-4 OR STD. WITH A MIN. CLIMB OF 270 FT PER NM TO 1700. ADD TAKE-OFF MINIMUMS: RWY 9, 700-4 OR STD. WITH A MIN. CLIMB OF 270 FT PER NM TO 1700.

ROCHESTER

Rochester Intl

FDC 8/9004 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. ILS OR LOC RWY 13, AMDT 7A.MSA FROM ROCHESTER (RST) VOR/DME 090-270 3900.

FDC 8/9002 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. COPTER ILS OR LOC RWY 31, AMDT 1.MSA FROM ROCHESTER (RST) VOR/DME 270-090 3300, 090-270 3900. REMOVE ALL REFERENCE TO RS LOM.

FDC 8/9001 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. ILS OR LOC RWY 31, AMDT 21A.TERMINAL ROUTE CORDY INT/RST 23 DME TO MINGO INT (IAF) NA. MSA FROM ROCHESTER (RST) VOR/DME 090-270 3900.

FDC 8/8567 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. RNAV (GPS) RWY 20, ORIG...VOR/DME RWY 20, AMDT 13B...VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8566 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. RNAV (GPS) RWY 2, AMDT 1...MDA 1680/HAT 363 ALL CATS. VDP NA. VDA 3.03/TCH 47. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1555 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. RADAR-1, AMDT 7A...ASR RWY 2 NA. ASR RWY 13 NA.

RUSH CITY

Rush City Rgnl

FDC 8/3871 ROS FI/T RUSH CITY REGIONAL, RUSH CITY, MN. GPS RWY 34, ORIG...PROCEDURE NA.

THIEF RIVER FALLS

Thief River Falls Rgnl

FDC 5/3275 TVF FI/T THIEF RIVER FALLS REGIONAL, THIEF RIVER FALLS, MN TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 03/21 NA.

WASECA

Waseca Muni

FDC 8/1342 ACQ FI/T WASECA MUNI, WASECA, MN. NDB OR GPS RWY 15, AMDT 4A...TERMINAL ROUTE: KASPR INT TO ACQ NDB (IAF) MINIMUM ALTITUDE 2900.

FDC 8/1339 ACQ FI/T WASECA MUNI, WASECA, MN. VOR OR GPS A, AMDT 4A...TERMINAL ROUTE: KASPR INT TO FOW VOR/DME (IAF) MINIMUM ALTITUDE 2900.

MISSISSIPPI

ABERDEEN/AMORY

Monroe County

FDC 7/5452 M40 FI/T MONROE COUNTY, ABERDEEN/AMORY, MS. RNAV (GPS) RWY 18 ORIG...CIRCLING: MDA 720/HAA 494 CAT A/B/C.

FDC 7/5449 M40 FI/T MONROE COUNTY, ABERDEEN/AMORY, MS. RNAV (GPS) RWY 36, ORIG...LNAV MDA 680/HAT 454 ALL CATS, CAT C VIS 1 1/4, CAT D VIS 1 1/2. CIRCLING CAT A/B/C MDA 720/HAA 494.

FDC 7/2014 M40 FI/T MONROE COUNTY, ABERDEEN/AMORY, MS. VOR RWY 18, AMDT 6C...DME MINIMA NOT AUTHORIZED.

BAY ST LOUIS

Stennis Intl

FDC 8/8531 HSA FI/T STENNIS INTL, BAY ST LOUIS, MS. ILS OR LOC RWY 18, ORIG-A...RNAV (GPS) RWY 18, ORIG...VOR A, AMDT 7...CIRCLING CATS A/B/C MDA 520/HAA 497.

BROOKHAVEN

Brookhaven-Lincoln County

FDC 7/2028 1R7 FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME A, AMDT 9...PROCEDURE NA.

CLARKSDALE

Fletcher Field

FDC 8/9357 CKM FI/T FLETCHER FIELD, CLARKSDALE, MS. NDB RWY 36, AMDT 9A...RNAV (GPS) RWY 36, ORIG-A...CIRCLING MDA 740/HAA 567 CATS A/B/C.

FDC 8/9351 CKM FI/T FLETCHER FIELD, CLARKSDALE, MS. RNAV (GPS) RWY 18, ORIG-A...LNAV MDA 680/HAT 507 ALL CATS. VIS CATS C/D 1-1/2. CIRCLING MDA 740/HAA 567 CATS A/B/C. VDP NA.

FDC 8/9350 CKM FI/T FLETCHER FIELD, CLARKSDALE, MS. VOR/DME RWY 18, ORIG-A...S-18 MDA 680/HAT 507 ALL CATS. VIS CAT C 1-1/2. CIRCLING MDA 740/HAA 567 CATS A/B/C.

CLEVELAND

Cleveland Muni

FDC 8/0691 RNV FI/T CLEVELAND MUNI, CLEVELAND, MS. NDB OR GPS RWY 17, AMDT 5...NDB PORTION NA.

COLUMBUS/W POINT/STARKVILLE

Golden Triangle Rgnl

FDC 8/3178 GTR FI/T GOLDEN TRIANGLE RGNL, COLUMBUS/W PT/STARKVILLE, MS. RNAV (GPS) RWY 18, ORIG...LNAV/VNAV DA 781/HAT 517 ALL CATS, VIS ALL CATS 1 1/4. LNAV MDA 740/ HAT 476 ALL CATS, VIS CAT C 3/4. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4 AND LNAV/VNAV CAT D VISIBILITY TO 1. VDP NA. TEMPORARY CRANE 431 MSL 5978 FEET N OF RWY 18.

GRENADA

Grenada Muni

FDC 8/0795 GNF FI/T GRENADA MUNI, GRENADA, MS. ILS OR LOC RWY 13, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SBQ NDB OTS.

GULFPORT

Gulfport-Biloxi Intl

FDC 8/6891 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. VOR/DME OR TACAN RWY 32, AMDT 4...S-32: MDA 560/ HAT 532 ALL CATS, VIS CAT C 1 CAT D 1 1/4 CAT E 1 1/2. CIRCLING CAT A MDA 600/HAA 572. FOR INOPERATIVE MALSR INCREASE S-32 CAT A, B VISIBILITY TO 1, CAT E VISIBILITY TO 2. VDP NA. TEMPORARY CRANE 250 MSL 2.40 NM E OF RWY 32. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

FDC 8/3973 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. VOR RWY 32, AMDT 21...S-32: MDA 600/ HAT 572 ALL CATS, VIS CAT C 1 CAT D 1 1/4. CIRCLING CAT A MDA 600/HAA 572. TERMINAL ROUTE FROM ROMMY/GPT 14.9 DME TO GULFPORT (GPT) VORTAC MINIMUM ALTITUDE 4,000. VDP NA. TEMPORARY CRANE 250 MSL 2.40 NM E OF RWY 32. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

FDC 8/3958 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. ILS OR LOC RWY 14, AMDT 14...ILS OR LOC/DME RWY 32, AMDT 4...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...VOR/DME OR TACAN RWY 14, AMDT 3...VOR RWY 14, AMDT 22...CIRCLING CAT A MDA 600/HAA 572 . TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

FDC 8/1541 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RADAR-1, AMDT 6...S-ASR 32: MDA 560/ HAT 532 ALL CATS, VIS CAT C 1 CAT D 1 1/4 CAT E 1 1/2. CIRCLING CAT A MDA 600/HAA 572. FOR INOPERATIVE MALSR INCREASE S-ASR 32 CAT A, B VISIBILITY TO 1 CAT E VIS TO 2. TEMPORARY CRANE 250 MSL 2.4 NM E OF RWY 32. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

FDC 8/0967 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 14, ORIG...LPV DA 451/HAT 424 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 1 1/2 ALL CATS. TEMPORARY CRANE 142 MSL 5535 FEET NW OF RWY 14.

FDC 7/0809 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 18 ORIG...LNAV: MDA 540/HAT 513 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. VDP NA. CIRCLING: MDA 600/HAA 572 CAT A. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

FDC 7/0808 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 36, STANDARD. WITH A MINIMUM CLIMB OF 480 FEET PER NM TO 400, OR 300-1 WITH A MINIMUM CLIMB OF 234 FEET PER NM TO 700, OR 800-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. TEMPORARY CRANE 4595 FEET FROM DEPARTURE END OF RWY, 770 FEET RIGHT OF CENTERLINE, 220 FEET AGL/234 FEET MSL.

INDIANOLA

Indianola Muni

FDC 8/3116 IDL FI/T INDIANOLA MUNI, INDIANOLA, MS. VOR/DME B, AMDT 5...NDB RWY 17, AMDT 5...NDB RWY 35, AMDT 5...VISIBILITY REDUCTION BY HELICOPTERS NA GREENVILLE ASOS FREQUENCY 125.525.

FDC 8/3115 IDL FI/T INDIANOLA MUNI, INDIANOLA, MS. VOR/DME A, AMDT 9...PROCEDURE NA.

FDC 8/3114 IDL FI/T INDIANOLA MUNI, INDIANOLA, MS. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA GREENVILLE ASOS FREQUENCY 125.525.

MC COMB

Mc Comb/Pike County/John E Lewis Field

FDC 8/8755 MCB FI/T MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD, MC COMB, MS. ILS RWY 15 ORIG...S-LOC 15: DISTANCE FAF TO MAP 4.1NM. TIME DISTANCE TABLE: 60=4:06, 90=2:44, 120=2.03, 150=1:38, 180=1:22. MISSED APPROACH POINT: S-LOC 15: 4.1 MILES AFTER FERNI LOM/INT.

MERIDIAN

Key Field

FDC 7/3061 MEI FI/T KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 1, AMDT 23B...ALTERNATE MISSED APPROACH: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2000 DIRECT ME LOM AND HOLD SOUTH, RIGHT TURN, 008 INBOUND. MERIDIAN (MEI) VOR OTS.

FDC 7/3060 MEI FI/T KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 19, ORIG...PROCEDURE NA. MERIDIAN (MEI) VOR OTS.

PASCAGOULA

Trent Lott Intl

FDC 7/2719 PQL FI/T TRENT LOTT INTL, PASCAGOULA, MS. VOR OR GPS A, ORIG-A...VOR PORTION NA.

PHILADELPHIA

Philadelphia Muni

FDC 8/3968 MPE FI/T PHILADELPHIA MUNI, PHILADELPHIA, MS. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG-A...PROCEDURE NA.

PICAYUNE

Picayune Muni

FDC 8/0793 MJD FI/T PICAYUNE MUNI, PICAYUNE, MS. VOR A, ORIG...WHEN LOCAL ALTIMETER NOT RECEIVED, USE STENNIS INTL ALTIMETER SETTING.

STARKVILLE

George M Bryan

FDC 8/6351 STF FI/T GEORGE M BRYAN, STARKVILLE, MS. VOR/DME A, AMDT 6...RNAV (GPS) RWY 18, ORIG...CIRCLING MDA 920/HAA 588 ALL CATS.

FDC 7/2274 STF FI/T GEORGE M BRYAN, STARKVILLE, MS. VOR/DME A, AMDT 6...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

Oktibbeha

FDC 8/3459 M51 FI/T OKTIBBEHA, STARKVILLE, MS. VOR OR GPS B, AMDT 6A...CIRCLING: MDA 900/HAA 650 CATS A/B. TEMPORARY CRANE 431 MSL 4.2 NM E OF RWY 31.

TUNICA

Tunica Muni

FDC 8/0434 UTA FI/T TUNICA MUNI, TUNICA, MS. RNAV (GPS) RWY 17, AMDT 1...PROCEDURE NA.

TUPELO

Tupelo Rgnl

FDC 8/1310 TUP FI/T TUPELO REGIONAL, TUPELO, MS. NDB RWY 36, AMDT 4A...ADD TERMINAL ROUTE: GANTT INT/HAB 35 DME TO VERON (TU) LOM MINIMUM ALTITUDE 2000. ADD TERMINAL ROUTE: ICAVY INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000. DISREGARD PLANVIEW NOTE: RADAR REQUIRED.

FDC 8/1309 TUP FI/T TUPELO REGIONAL, TUPELO, MS. VOR/DME RWY 18, ORIG-A...ADD TERMINAL ROUTE: ICAVY INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000. DISREGARD PLANVIEW NOTE: RADAR REQUIRED.

WEST POINT

McCharen Field

FDC 7/1665 M83 FI/T MCCHAREN FIELD, WEST POINT, MS. VOR/DME OR GPS B, AMDT 4...VOR/DME PORTION,TERMINAL ROUTE IGB R-231 TO IGB R-304 NA , IGB VOR RESTRICTED.

YAZOO CITY

Yazoo County

FDC 6/4250 87I FI/T YAZOO COUNTY, YAZOO CITY, MS. VOR/DME RWY 35, ORIG-A...PROCEDURE NA.

MISSOURI

CAMDENTON

Camdenton Memorial

FDC 8/1254 H21 FI/T CAMDENTON MEMORIAL, CAMDENTON, MO. VOR OR GPS A, AMDT 3A...CATEGORY C/D MINIMUMS NA.

CASSVILLE

Cassville Muni

FDC 7/8501 94K FI/T CASSVILLE MUNI, CASSVILLE, MO. VOR OR GPS RWY 9, AMDT 1C...VOR PORTION NA.

COLUMBIA

Columbia Rgnl

FDC 8/4715 COU FI/T COLUMBIA REGIONAL, COLUMBIA, MO. ILS OR LOC RWY 2, AMDT 13C...LOC BC RWY 20, AMDT 11B...DME REQUIRED.

FARMINGTON

Farmington Rgnl

FDC 8/8114 FAM FI/T FARMINGTON REGIONAL, FARMINGTON, MO. NDB OR GPS RWY 20, AMDT 2B...NDB PORTION NA.

FDC 8/8113 FAM FI/T FARMINGTON REGIONAL, FARMINGTON, MO. NDB RWY 2, AMDT 2B...PROCEDURE NA.

HANNIBAL

Hannibal Rgnl

FDC 8/3836 HAE FI/T HANNIBAL REGIONAL, HANNIBAL, MO. VOR/DME OR GPS A, AMDT 3A...CIRCLING MDA 1300/HAA 528 CATS A/B/C. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE QUINCY, IL ALTIMETER SETTING. DELETE NOTE: USE QUINCY, IL ALTIMETER SETTING.

HARRISONVILLE

Lawrence Smith Memorial

FDC 8/0950 LRY FI/T LAWRENCE SMITH MEMORIAL, HARRISONVILLE, MO. VOR/DME RWY 35, ORIG-A...S-35 MDA 1700/HAT 800 ALL CATS, VISIBILITY CAT C 2 1/4. CIRCLING MDA 1700/HAA 785 ALL CATS, VISIBILITY CAT C 2 1/4. CHARTLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS: S-35 MDA 1800/HAT 900 ALL CATS, VISIBILITY CAT C 2 3/4. CIRCLING MDA 1800/HAA 885, VISIBILITY CAT C 2 3/4.

KANSAS CITY

Charles B. Wheeler Downtown

FDC 8/0361 MKC FI/T CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: UNLESS OTHERWISE ADVISED BY ATC, RWY 1 NA. NOTE: RWY 1, TEMPORARY CRANE 3778 FEET FROM DEPARTURE END OF RWY, 950 FEET RIGHT OF CENTERLINE, 180 FEET AGL/945 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Kansas City Intl

FDC 8/0286 MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) Y RWY 1R, ORIG...RNAV (RNP) Z RWY 1R, ORIG...TERMINAL ROUTE TRIKE TO DOREE NA. TERMINAL ROUTE DOREE TO BARBQ NA. RADAR REQUIRED.

LEBANON

Floyd W. Jones Lebanon

FDC 7/7618 LBO FI/T FLOYD W JONES LEBANON, LEBANON, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 36, 200 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 241 FT PER NM TO 1600. ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2,000 FT PRIOR TO DEPARTURE END OF RUNWAY. RWY 18: STANDARD NOTE: RWY 36, MULTIPLE TREES AND POLES BEGINING 575 FT TO 1961 FT FROM DEPARTURE END OF RUNWAY, FROM 141 FT TO 604 FT LEFT OF CENTERLINE, 1319 TO 1372FT MSL. MULTIPLE TREES BEGINNING 650 FT TO 2130 FEET FROM DEPARTURE END OF RUNWAY 62 FT TO 630 FT RIGHT OF CENTERLINE, 1332 TO 1367 FT MSL. NOTE: RWY 18, MULTIPLE TREES BEGINING 48 FT TO 2990 FT FROM DEPARTURE END OF RUNWAY 388 FT TO 560 FT RIGHT OF CENTERLINE, 1334 TO 1398 FT MSL.

MALDEN

Malden Muni

FDC 8/5019 MAW FI/T MALDEN MUNI, MALDEN, MO. RNAV (GPS) RWY 31, ORIG-A...VOR RWY 31, AMDT 8A...VGSI AND DESCENT ANGLES NOT COINCIDENT.

NEVADA

Nevada Muni

FDC 5/4523 NVD FI/T NEVADA MUNI, NEVADA, MO. VOR/DME OR GPS-A AMDT 1...PROCEDURE NA EXCEPT FOR IFR-GPS EQUIPPED AIRCRAFT.

SEDALIA

Sedalia Memorial

FDC 8/0442 DMO FI/T SEDALIA MEMORIAL, SEDALIA, MO. RNAV (GPS) RWY 18, AMDT 1A...RNAV (GPS) RWY 36, AMDT 1A...CIRCLING CATS A/B MDA 1380/HAA 471.

ST CHARLES

St Charles

FDC 8/4094 3SQ FI/T ST CHARLES, ST CHARLES, MO. VOR OR GPS RWY 9, AMDT 4A...DME MINIMUMS S-9 MDA 900/HAT 538 ALL CATS, VISIBILITY CAT C 1 1/2. CIRCLING CAT A MDA 980/HAA 538.

ST LOUIS

Lambert-St Louis Intl

FDC 8/7179 STL FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. RNAV (GPS) RWY 30R, AMDT 1A...LNAV/VANV DA 1027/HAT 422 ALL CATS, VISIBILITY RVR 5000 ALL CATS. LNAV MDA 1040/HAT 435 ALL CATS, VISIBILITY CAT C RVR 4000. TEMPORARY CRANE 777 FEET MSL, 3614 FEET S OF RWY 30R.

FDC 8/7178 STL FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. RNAV (GPS) RWY 30L, ORIG...LNAV/VNAV DA 1034/HAT 451 ALL CATS. TEMPORARY CRANE 777 FEET MSL, 3775 FEET SE OF RWY 30L.

MONTANA

BUTTE

Bert Mooney

FDC 8/0236 BTM FI/T BERT MOONEY, BUTTE, MT. RNAV (GPS) Y RWY 15, ORIG...TERMINAL ROUTE: GLUES TO PACIC CHANGE DISTANCE FROM 15.8 TO 14.8.

COLSTRIP

Colstrip

FDC 8/2287 M46 FI/T COLSTRIP, COLSTRIP, MT. GPS RWY 6, ORIG-A...S-6, MDA 4220/HAT 794 CATS A/B/C, VISIBILITY CAT B 1 1/4, CAT C 2 1/4. SI MINIMA NA WHEN USING KMLS ALTIMETER SETTING.

DILLON

Dillon

FDC 8/8387 DLN FI/T DILLON, DILLON, MT. VOR OR GPS A, AMDT 7...VOR PORTION NA.

GREAT FALLS

Great Falls Intl

FDC 8/6459 GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. GPS RWY 34, ORIG...PROCEDURE NA.

FDC 7/7101 GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. HI ILS RWY 3, AMDT 2...S-ILS 3 DA 3880 ALL CATS. S-LOC 3 MDA 4160 ALL CATS, HAT 480 ALL CATS, CAT E RVR 5000. CIRCLING MDA 4160 CAT C, HAA CAT C 480, CAT D 560, CAT E 740. TCH 54, TDZE 3680. AIRPORT ELEVATION 3680. GS ALTITUDE AT HOWND INT/OM IS 5743. DISTANCE HOWND (FAF) TO RW03 (MAP) 6.19NM. DELETE ALL REFERENCE TO MIDDLE MARKER (MM). ADDITIONAL FLIGHT DATA: CHART VDP AT 3.20 DME; DISTANCE VDP TO THLD 1.27 MILES. CHART NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 7/4633 GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. VOR RWY 3, AMDT 16A...CHART NOTE: FOR INOPERATIVE ALSF, INCREASE S-3 CAT D VIS TO RVR 6000.

KALISPELL

Glacier Park Intl

FDC 6/7533 GPI FI/T GLACIER PARK INTL, KALISPELL, MT. RNAV (GPS) RWY 30, ORIG...LNAV MDA 3460/HAT 486 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT C MDA 3500/HAA 523. CAT A/B HAA 503. CAT D HAA 583. MISSED APPROACH: CLIMBING LEFT TURN TO 8200 DIRECT KILLY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 8200. ADDITIONAL FLIGHT DATA: CHART TDZ ELEV: 2974 CHART AIRPORT ELEV: 2977.

LIVINGSTON

Mission Field

FDC 4/5263 LVM FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT VOR/DME-B, AMDT 1C...TERMINAL ROUTE FROM LVM VORTAC TO MODOC/4.00 DME, ALTITUDE 10400. PROCEDURE TURN ALTITUDE 8400. CIDUK/8.00 DME ALTITUDE 7100.

POLSON

Polson

FDC 8/3511 8S1 FI/P POLSON, POLSON, MT. RNAV (GPS) RWY 18, ORIG-B...DELETE: GLACIER PARK INTL ASOS 135.275. CHART: GLACIER PARK INTL ASOS. THIS IS RNAV (GPS) RWY 18, ORIG-C.

FDC 8/3509 8S1 FI/P POLSON, POLSON, MT. RNAV (GPS) RWY 36, ORIG...DELETE: GLACIER PARK INTL ASOS 135.275. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART: GLACIER PARK INTL ASOS. THIS IS RNAV (GPS) RWY 36, ORIG-A.

NEBRASKA

ALLIANCE

Alliance Muni

FDC 8/6015 AIA FI/P ALLIANCE MUNI, ALLIANCE, NE. LOC/DME RWY 30, ORIG-A...ALTERNATE MINIMUMS NA. THIS IS LOC/DME RWY 30, ORIG-B.

FDC 8/6004 AIA FI/P ALLIANCE MUNI, ALLIANCE, NE. RNAV (GPS) RWY 30, ORIG-A...CHANGE ALTIMETER SETTING NOTE TO READ: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SCOTTSBLUFF ALTIMETER SETTING AND INCREASE DA 91 FEET AND ALL MDA 100 FEET, S-30 CAT C/D VISIBILITY 1/4 MILE AND CIRCLING CAT C 1/4 MILE. THIS IS RNAV (GPS) RWY 30, ORIG-B.

BASSETT

Rock County

FDC 8/3544 RBE FI/T ROCK COUNTY, BASSETT, NE. RNAV (GPS) RWY 31, ORIG...DISREGARD PROFILE NOTE VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/3543 RBE FI/T ROCK COUNTY, BASSETT, NE. RNAV (GPS) RWY 13, ORIG...CHART PROFILE NOTE VGSI AND DESCENT ANGLES NOT COINCIDENT.

COLUMBUS

Columbus Muni

FDC 8/2863 OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. VOR/DME RWY 32, AMDT 3...DAISE/OLU 5 DME SHOULD READ (IAF) DAISE/OLU 5 DME ON BOTH PLANVIEW AND PROFILE.

FDC 7/8583 OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. VOR RWY 32, AMDT 14...S-32 MDA 2080/HAT 638 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA 2080/HAA 633 ALL CATS VISIBILITY CAT C 1 3/4. JUMUS DME MINIMUMS REMAIN UNCHANGED JUMUS TO RW32: 3.48/TCH 44 VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 7/8535 OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. RNAV (GPS) RWY 32, ORIG-A...LNAV MDA 2000/HAT 558 ALL CATS, VISIBILITY CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 2000/HAA 553 CATS A, B, C VDP 1.62 NM TO RW32 TEMPORARY CRANE 1697 MSL 2.46 NM SE OF RWY 32.

FDC 7/8534 OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. VOR/DME RWY 32, AMDT 3...S-32 MDA 2000/HAT 558 ALL CATS, VISBILITY CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 2000/HAA 553 CATS A, B, C VDP 2.00 DME FROM OLU VOR/DME AND 1.62 NM TO RW32 TEMPORARY CRANE 1697 MSL 2.46 NM SE OF RWY 32.

FDC 7/3360 OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. LOC RWY 14, AMDT 7...S-14 MINIMUMS NA. MINIMUM FAF ALTITUDE 2600, DESCENT ANGLE/TCH 3.81/40.

FAIRMONT

Fairmont State Airfield

FDC 7/6310 FMZ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. RNAV (GPS) RWY 17, ORIG-A...RNAV (GPS) RWY 35, ORIG...NDB RWY 17, AMDT 1A...NDB RWY 35, AMDT 2A...CIRCLING TO RWY 30 NA.

FDC 7/6309 FMZ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, NA.

FDC 7/5708 FMZ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. RNAV (GPS) RWY 35 ORIG...LNAV: MDA 2080/HAT 445 CAT A/B.

GRANT

Grant Muni

FDC 8/6020 GGF FI/P GRANT MUNI, GRANT, NE. VOR/DME RWY 15, ORIG-A...LOCAL ALTIMETER SETTING MINIMUMS S-15 HAT 517 CATS A, B. THIS IS VOR/DME RWY 15, ORIG-B.

HASTINGS

Hastings Muni

FDC 7/1716 HSI FI/T HASTINGS MUNI, HASTINGS, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 14 MULTIPLE TREES BEGINNING 1038 FT FROM DEPARTURE END OF RUNWAY 355 FT LEFT OF CENTERLINE, 61 FT AGL/1998 FT MSL.

HEBRON

Hebron Muni

FDC 7/5839 HJH FI/T HEBRON MUNI, HEBRON, NE. GPS RWY 12, ORIG...GPS RWY 30, ORIG...NDB RWY 12, AMDT 4...IF LOCAL ALTIMETER NOT RECEIVED, USE BEATRICE ALTIMETER SETTING.

HOLDREGE

Brewster Field

FDC 8/6666 HDE FI/T BREWSTER FIELD, HOLDREGE, NE. VOR/DME A, AMDT 3...PROCEDURE NA.

LINCOLN

Lincoln

FDC 8/9061 LNK FI/T LINCOLN, LINCOLN, NE. VOR OR GPS RWY 17, AMDT 6D...S-17 MDA 1760/HAT 541 CATS A, B, C, D. VISIBILITY CAT D 1 3/4 CIRCLING: MDA 1760/HAA 541 CATS A, B, C, D. TEMPORARY CRANE 1455 MSL 1.64 NM NE OF RWY 17.

MINDEN

Pioneer Village Field

FDC 7/9776 0V3 FI/T PIONEER VILLAGE FIELD, MINDEN, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 34, STANDARD DEPARTURE PROCEDURE: RWY 34, CLIMB TO 2900 VIA HEADING 339 BEFORE PROCEEDING ON COURSE NOTE: RWY 34, TREES 195 FT FROM DER, 325 FT LEFT OF CENTERLINE, 49 AGL/2200 MSL. NOTE: RWY 16, MULTIPLE TREES AND BUILDINGS FROM 33 FT TO 2200 FT FROM DER, 180 TO 780 FT RIGHT OF CENTERLINE, 12 AGL/2162 MSL TO 70 AGL/2225 MSL. MULTIPLE TREES AND BUILDINGS FROM 190 FT TO 1320 FT FROM DER, 167 FT TO 480 FEET LEFT OF CENTERLINE, 24 AGL/2162 MSL TO 67 AGL/2204 MSL.

FDC 7/6153 0V3 FI/T PIONEER VILLAGE FIELD, MINDEN, NE. VOR RWY 34, AMDT 1C...MINIMUM ALTITUDE AT GULLY INT/FAF 3100 DESCENT ANGLE GULLY INT TO RWY 34 3.64 DEGREES.

OMAHA

Eppley Airfield

FDC 8/2475 OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS RWY 36, ORIG...S-ILS DA 1246/HAT 267 ALL CATS. S-LOC MDA 1420/HAT 441 ALL CATS, VISIBILITY CAT D 1. TEMPORARY CRANE 1235 MSL, 3123 FEET NW OF RWY 36.

FDC 8/2474 OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC RWY 32L, AMDT 1A...S-ILS DA 1202/HAT 222 ALL CATS. TEMPORARY CRANE 1235 MSL 4422 FEET NW OF RWY 32L.

FDC 8/2291 OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. RNAV (GPS) RWY 32R, ORIG...LPV DA 1323/HAT 339 CATS A, B, C, D LNAV/VNAV DA 1687/HAT 703 CATS A, B, C, D LNAV MDA 1680/HAT 696 CATS A, B, C, D TDZE 984.

FDC 8/2290 OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS RWY 32R (CAT II), ORIG-A...S-ILS 32R DA 1084/HAT 100 CATS A, B, C, D TDZE 984.

FDC 8/0987 OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC/DME RWY 18, AMDT 8...ADD NOTE: S-ILS 18 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

FDC 8/0975 OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC RWY 32R, ORIG-A...S-ILS 32R DA 1184/HAT 200 CATS A, B, C, D S-LOC 32R MDA 1680/HAT 696 CATS A, B, C, D TDZE 984.

ORD

Evelyn Sharp Field

FDC 8/4825 ODX FI/T EVELYN SHARP FIELD, ORD, NE. NDB OR GPS RWY 13, AMDT 4...GPS PORTION NA S-13 MINIMUMS NA. 2008/08/25 21:04.

SCOTTSBLUFF

Western Neb. Rgnl/William B. Heilig Field

FDC 7/0833 BFF FI/T WESTERN NEB. RGNL/WILLIAM B. HEILIG FIELD, SCOTTSBLUFF, NE. ILS RWY 30 AMDT 9A...S-LOC 30: LOCALIZER UNUSEABLE INSIDE OF 5.1 MILES AFTER FAF OR I-BFF 1.8 DME. MAP 5.1 MILES AFTER FAF OR I-BFF 1.8 DME. FAF TO MAP DISTANCE 5.1 NM, DISREGARD TIME DISTANCE TABLE.

SEWARD

Seward Muni

FDC 7/8214 SWT FI/T SEWARD MUNICIPAL, SEWARD, NE. NDB RWY 34, ORIG...DIST FAF TO THLD 3.9 NM.

THEDFORD

Thomas County

FDC 8/0630 TIF FI/T THOMAS COUNTY, THEDFORD, NE. RNAV (GPS) RWY 11, AMDT 1...RNAV (GPS) RWY 29, AMDT 1...PROCEDURE NA.

FDC 8/0338 TIF FI/T THOMAS COUNTY, THEDFORD, NE. VOR RWY 11, AMDT 2...PUCIG FIX MINIMUMS NA.

WAYNE

Wayne Muni

FDC 7/1238 LCG FI/T WAYNE MUNI, WAYNE, NE. NDB RWY 35, ORIG...NDB RWY 22, ORIG...NDB RWY 17, ORIG...RNAV (GPS) RWY 22, ORIG...DISREGARD NOTE: USE NORFOLK, NE ALTIMETER SETTING.

NEVADA

BATTLE MOUNTAIN

Battle Mountain

FDC 7/4212 BAM FI/T BATTLE MOUNTAIN, BATTLE MOUNTAIN, NV. VOR/DME RWY 3 AMDT 5...MISSED APPROACH: CLIMB TO 5500, THEN CLIMBING LEFT TURN TO 9300 DIRECT BAM VORTAC AND BAM R-200 WITHIN 15 MILES, TURN RIGHT DIRECT BAM VORTAC AND HOLD.

FDC 7/4211 BAM FI/T BATTLE MOUNTAIN, BATTLE MOUNTAIN, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: ALL AIRCRAFT CONTINUE CLIMB TO 10900 VIA BAM R-200 WITHIN 15 NM THEN TURN RIGHT DIRECT BAM VORTAC. AIRCRAFT DEPARTING BAM R-001 CW 090 DEGREES CLIMB ON COURSE. ALL OTHERS CLIMB IN HOLDING PATTERN (S, LEFT TURNS, 020 DEGREES INBOUND) TO CROSS BAM VORTAC AT OR ABOVE: R-091 CW R-180 11000; R-181 CW R-360 10900. ALL OTHER DATA REMAINS AS PUBLISHED.

ELY

Ely Arpt /Yelland Fld/

FDC 7/0246 ELY FI/T ELY ARPT-YELLAND FLD, ELY, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 12, 18, 30, 36, NA - OBSTACLES.

LAS VEGAS

Henderson Executive

FDC 8/9928 HND FI/T HENDERSON EXECUTIVE, LAS VEGAS, NV. VOR C, ORIG-A...CIRCLING CAT C NA.

Mc Carran Intl

FDC 8/7671 LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1R, 200-1 OR STANDARD WITH MINIMUM CLIMB OF 285 FEET PER NM TO 2400. ALL OTHER DATA REMAINS THE SAME. TEMPORARY CRANE 1.0 NM FROM DER, 1042 FEET LEFT OF CENTERLINE, 190 AGL/2231 MSL.

FDC 8/7459 LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 25R, 200-1 WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 3500. RWY 25L, STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 3500. TEMPORARY CRANE 3159 MSL 4.1 NM N OR RWY 25R. NOTE: RWY 25R, POLE 4653 FEET FROM DER, 1033 FEET RIGHT OF CENTERLINE, UP TO 100 AGL/2301 MSL. POLE 2628 FEET FROM DEPARTURE END OF RWY, 1143 FEET LEFT OF CENTERLINE, UP TO 100 AGL/2249 MSL. ANTENNA 2406 FEET FROM DEPARTURE END OF RWY, 1060 FEET LEFT OF CENTERLINE, UP TO 2243 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/6856 LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 1L, 300-1 NOTE: RWY 1L, TEMPORARY CRANE 4410 FEET FROM DER, 1066 FEET LEFT OF CENTERLINE, 280 FEET AGL/2337 FEET MSL. TEMPORARY CRANE 4097 FEET FROM DER, 1119 FEET LEFT OF CENTERLINE, 256 FEET AGL/2316 FEET MSL. TEMPORARY CRANE 4130 FEET FROM DER, 505 FEET LEFT OF CENTERLINE, 230 FEET AGL/2285 FEET MSL.

FDC 6/2095 LAS FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R AMDT 2B...S-25R MDA 2680/HAT 613 ALL CATS. VIS CAT C 1 3/4, CAT D 2. S-25L MDA 2680/HAT 611 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING CAT D MDA 3140/HAA 959. VIS 3. MISSED APPROACH: CLIMB TO 4000, THEN CLIMBING LEFT TURN TO 6300 DIRECT BLD VORTAC AND HOLD.

RENO

Reno/Tahoe Intl

FDC 8/9160 RNO FI/T RENO/TAHOE INTL, RENO, NV. ILS OR LOC RWY 34L, ORIG...TCH CHANGED FROM 51 FEET TO 45 FEET.

FDC 8/2671 RNO FI/T RENO/TAHOE INTL, RENO, NV. VOR D, AMDT 6A...CHANGE PROCEDURE TURN COMPLETION ALTITUDE TO 9300. MINIMUM FAF ALTITUDE 7800.

FDC 8/1849 RNO FI/T RENO/TAHOE INTL, RENO, NV. ILS RWY 16R, AMDT 10C...S-ILS RWY 16R DA 5727/HAT 1312 ALL CATS. ALTERNATE MINIMUMS: 1400-4. LOC, NA.

FDC 8/1848 RNO FI/T RENO/TAHOE INTL, RENO, NV. LOC 2 RWY 16R, AMDT 6C...S-16R MDA 5920/HAT 1508 ALL CATS. VIS CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 5920/HAA 1508. ALTERNATE MINIMUS: CATS A/B 1600-2, CATS C/D 1600-3. INOPERATIVE TABLE DOES NOT APPLY.

FDC 7/5204 RNO FI/T RENO/TAHOE INTL, RENO, NV. LOC/DME BC RWY 34L, AMDT 1C...HI LOC/DME BC RWY 34L, AMDT 1...PROCEDURE NA.

FDC 6/6434 RNO FI/T RENO/TAHOE INTERNATIONAL, RENO, NV. (SPECIAL) SILVER ILS RWY 16R, AMDT 1...ILS OR LOC/DME Z RWY 16R, ORIG...MSA FROM MUSTANG (FMG) VORTAC 350-130 9600, 130-250 12000, 250-350 10000.

NEW HAMPSHIRE

BERLIN

Berlin Rgnl

FDC 8/9714 BML FI/T BERLIN MUNI, BERLIN, NH. VOR/DME RWY 18, AMDT 1D...TERMINAL ROUTE FROM MAHN (GMA) NDB TO BERLIN (BML) VOR/DME MEA 6400. PROCEDURE TURN COMPLETION ALTITUDE 4600.

FDC 8/9713 BML FI/T BERLIN MUNI, BERLIN, NH. VOR B, AMDT 2A...PROCEDURE TURN COMPLETION ALTITUDE 4600.

KEENE

Dillant-Hopkins

FDC 8/8429 EEN FI/T DILLANT-HOPKINS, KEENE, NH. ILS OR LOC RWY 2, AMDT 3...GLIDEPATH ALTITUDE AT OM 2574 FEET. TCH 43 FEET. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

MANCHESTER

Manchester

FDC 8/8697 MHT FI/T MANCHESTER, MANCHESTER, NH. VOR/DME OR GPS RWY 17, ORIG-C...GPS PORTION NA.

FDC 8/3600 MHT FI/P MANCHESTER, MANCHESTER, NH. VOR RWY 35, AMDT 15C...S-35 HAT 595 ALL CATS, CATS A/B VIS RVR 4000, CAT C 1 1 /2, CAT D 1 3/4. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART VDP AT 2.37 DME; DISTANCE VDP TO THLD 1.65 MILES. CHART IN PROFILE: VOR TO RW35: 2.96/68 CHART ARPT ELEV: 266 CHART TDZE: 265 CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE S-35 CATS A/B VISIBILITY TO RVR 5000. THIS IS VOR RWY 35, AMDT 15D.

NASHUA

Boire Field

FDC 8/4807 ASH FI/T BOIRE FLD, NASHUA, NH. RNAV (GPS) RWY 32, ORIG...LPV DA NA. LNAV/VNAV DA NA. LNAV MDA 680/HAT 488 ALL CATS.

PORTSMOUTH

Portsmouth Intl At Pease

FDC 8/5210 PSM FI/P PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. ILS OR LOC RWY 16, AMDT 1A...MISSED APPROACH: CLIMB TO 3000 VIA PSM VOR/DME R-164 TO IDEED INT/PSM 12.27 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA THE CONCORD (CON) VORTAC R-130 TO RAYMY INT/MANCHESTER (MHT) VOR/DME 16.16 DME AND HOLD NE, RT, 239.56 INBOUND. THIS IS ILS OR LOC RWY 16, AMDT 1B.

FDC 8/3487 PSM FI/T PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. VOR RWY 34, ORIG-C...S-34 MDA 620/HAT 536 ALL CATS. VIS CAT A/B 2400, CAT C 5000, CAT D 6000, CAT E 1 1/2. CIRCLING CATS A/B/C MDA 620/HAA 520, CAT D MDA 680/HAA 580, CAT E MDA 700/HAA 600. VIS CATS A/B 1, CAT C 1 1/2, CATS D/E 2. TEMPORARY CRANE 325 MSL 5901 FEET RIGHT OF RWY 34.

FDC 7/1260 PSM FI/T PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. VOR RWY 16, AMDT 5A...S-16 MDA 560/HAT 460 ALL CATS. VIS CAT C RVR 4000. CIRCLING CAT A MDA 560/HAA 460, CAT E MDA 700/HAA 600. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-16 CAT E VIS TO 1 1/2. TEMPORARY CRANE 325 MSL 5901 FEET RIGHT OF RWY 34.

ROCHESTER

Skyhaven

FDC 8/4411 DAW FI/T SKYHAVEN, ROCHESTER, NH. GPS RWY 33, ORIG-B...S-33 MDA 780/HAT 458 ALL CATS. TEMPORARY CRANE 416 MSL 3.19 NM S OF RWY 33.

WHITEFIELD

Mount Washington Rgnl

FDC 8/1169 HIE FI/P MOUNT WASHINGTON REGIONAL, WHITEFIELD, NH. LOC/NDB RWY 10, AMDT 6...DELETE TERMINAL ROUTE: NEWPORT (EFK) NDB TO MAHN (GMA) NDB (IAF). THIS IS LOC/NDB RWY 10, AMDT 6A.

NEW JERSEY

ATLANTIC CITY

Atlantic City Intl

FDC 8/6370 ACY FI/T ATLANTIC CITY INTERNATIONAL, ATLANTIC CITY, NJ. RNAV (GPS) RWY 22, AMDT 2...LPV DA NA. LNAV/VNAV DA NA.

CALDWELL

Essex County

FDC 8/6158 CDW FI/T ESSEX COUNTY, CALDWELL, NJ. NDB OR GPS RWY 22, AMDT 5B...NDB PORTION NA.

FDC 6/8245 CDW FI/T ESSEX COUNTY, CALDWELL, NJ. NDB OR GPS A, AMDT 5B. MISSED APPROACH: CLIMBING LEFT TURN TO 2500 VIA 077 BEARING FROM MM LOM TO PATRN INT AND HOLD.

FDC 5/0319 CDW FI/T ESSEX COUNTY, CALDWELL, NJ. LOC RWY 22 AMDT 1D...KOLLI INT MINIMUMS: S-LOC 22: MDA 600/HAT 427 ALL CATS. VIS CAT C 1 1/4. VIS CAT D 1 1/2.

CROSS KEYS

Cross Keys

FDC 7/5119 17N FI/T CROSS KEYS, CROSS KEYS, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 9 NOTE: UTILITY POLE 4122 FROM DEPARTURE END OF RUNWAY, 607 LEFT OF CENTERLINE, 133 AGL/289 MSL.

HAMMONTON

Hammonton Muni

FDC 7/4879 N81 FI/T HAMMONTON MUNI, HAMMONTON, NJ. RNAV (GPS) RWY 3, ORIG...LNAV MDA 480/HAT 415 ALL CATS. VIS CAT C 1 1/4. CIRCLING MDA 540/HAA 471 ALL CATS. DISREGARD NOTE: GPS OR RNP -0.3 REQUIRED.

FDC 7/4878 N81 FI/T HAMMONTON MUNI, HAMMONTON, NJ. VOR B, AMDT 1A...CIRCLING MDA 540/HAA 471 ALL CATS.

FDC 7/4877 N81 FI/T HAMMONTON MUNI, HAMMONTON, NJ. VOR A, AMDT 6A...DME MINIMA: CIRCLING MDA 540/HAA 471 ALL CATS.

LINCOLN PARK

Lincoln Park

FDC 8/5261 N07 FI/T LINCOLN PARK, LINCOLN PARK, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD NOTE: RWY 19, TOWERS 4200 FEET FROM DEPARTURE END OF RUNWAY, 96 FEET RIGHT OF CENTERLINE 132 FEET AGL/307 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

LUMBERTON

Flying W

FDC 6/7970 N14 FI/T FLYING W, LUMBERTON, NJ. RNAV (GPS) RWY 1, ORIG. LNAV MDA 560 / HAT 511 ALL CATS. CIRCLING MDA 560 / HAA 511 ALL CATS.

MANVILLE

Central Jersey Rgnl

FDC 7/3731 47N FI/T CENTRAL JERSEY REGIONAL, MANVILLE, NJ. VOR OR GPS A, AMDT 6...TERMINAL ROUTES: METRO INT TO SOLBERG (SBJ) VOR/DME MINIMUM ALTITUDE 2200. HOLD IN LIEU OF PT MINIMUM ALTITUDE 2200. MINIMUM ALTITUDE SOLBERG (SBJ) VOR/DME 2200. MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2200 DIRECT SBJ VOR/DME AND HOLD.

MORRISTOWN

Morristown Muni

FDC 8/2690 MMU FI/T MORRISTOWN MUNI, MORRISTOWN, NJ. NDB OR GPS RWY 23, AMDT 6C...PROCEDURE NA.

NEWARK

Newark Liberty Intl

FDC 8/6821 EWR FI/T NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (GPS) RWY 11, ORIG-A...LNAV MDA 700/HAT 682 ALL CATS, VISIBILITY CAT C 2 CAT D 2 1/4. CIRCLING CATS A/B/C MDA 700/HAA 682, VISIBILITY CAT C 2. TEMPORARY CRANE 386 MSL 6275 FEET W OF RWY 11.

FDC 8/6820 EWR FI/T NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 11, AMDT 1A...S-LOC: MDA 680/HAT 662. CIRCLING: CAT A/B/C MDA 680/HAA 662. TEMPORARY CRANE 386 MSL 6275 FEET W OF RWY 11.

FDC 8/6819 EWR FI/T NEWARK LIBERTY INTL, NEWARK, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 29, 500 1 1/4 WITH MINIMUM CLIMB OF 281 FEET PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 6065 FEET FROM DER, 1611 FEET RIGHT OF CENTERLINE 301 FEET AGL/386 FEET MSL.

READINGTON

Solberg-Hunterdon

FDC 6/9417 N51 FI/T SOLBERG-HUNTERDON, READINGTON, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE RWY 22 NA.

FDC 6/8541 N51 FI/T SOLBERG-HUNTERDON, READINGTON, NJ. VOR-A, AMDT 8...MISSED APPROACH: CLIMBING RIGHT TURN TO 2200 IN SBJ VOR/DME HOLDING PATTERN AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2200.

SOMERVILLE

Somerset

FDC 6/9537 SMQ FI/T SOMERSET, SOMERVILLE, NJ. VOR OR GPS RWY 8, AMDT 11...S-8 NA. NEWARK ALTIMETER SETTING MINIMUMS: S-8 NA. MISSED APPROACH: CLIMBING LEFT TURN TO 2100 DIRECT SBJ VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2100.

FDC 6/8546 SMQ FI/T SOMERSET, SOMERVILLE, NJ. RNAV (GPS) RWY 12, ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 DIRECT SBJ VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500.

SUSSEX

Sussex

FDC 7/7710 FWN FI/T SUSSEX, SUSSEX, NJ. GPS RWY 3, ORIG...PROCEDURE NA.

TETERBORO

Teterboro

FDC 8/3170 TEB FI/T TETERBORO, TETERBORO, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 345 FEET PER NM TO 600. ADD TO NOTE: RWY 1, TEMPORARY CRANE 1.7 NM FROM DEPARTURE END OF RUNWAY, 794 FEET RIGHT OF CENTERLINE, 350 FEET AGL/400 FEET MSL. MULTIPLE TREES AND BLDGS BEGINNING 195 FEET FROM DEPARTURE END OF RUNWAY, 507 FEET LEFT OF CENTERLINE, UP TO 59 FEET AGL/82 FEET MSL. TREE AND MULTIPLE ANTENNAS BEGINNING 4855 FEET FROM DEPARTURE END OF RUNWAY, 582 FEET LEFT OF CENTERLINE, UP TO 109 FEET AGL/224 FEET MSL. MULTIPLE BUILDINGS, OL ON POLE, POLE, AND TREE BEGINNING 903 FEET FROM DEPARTURE END OF RUNWAY, 136 FEET RIGHT OF CENTERLINE, UP TO 249 FEET AGL/314 FEET MSL. RWY 24, OL ON SIGN 4039 FEET FROM DEPARTURE END OF RUNWAY, 536 FEET RIGHT OF CENTERLINE, 110 FEET AGL/129 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/3169 TEB FI/T TETERBORO, TETERBORO, NJ. ILS RWY 19, ORIG...S-ILS 19 DA 818/HAT 811 ALL CATS, VIS 2 3/4 ALL CATS. S-LOC 19 MDA 700/HAT 693 ALL CATS, VIS CAT C 2, CAT D 2 1/4. INOPERATIVE TABLE DOES NOT APPLY. ALTERNATE MINIMUMS: ILS CAT A,B,C 900-2 3/4. TEMPORARY CRANE 400 MSL 1.7 NM N OF RWY 19.

FDC 8/0820 TEB FI/T TETERBORO, TETERBORO, NJ. VOR RWY 24, ORIG-A...S-24 MDA 960/HAT 952 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING CAT A MDA 960/HAA 951. VIS CAT A 1 1/4. ALTERNATE MINIMUMS: CAT A 1000-2.

FDC 7/3401 TEB FI/T TETERBORO, TETERBORO, NJ. ILS RWY 6, AMDT 29B...S-ILS-6 DECISION ALTITUDE 356/HAT 350, VIS RVR 4000 ALL CATS. S-LOC-6 VIS CATS A/B RVR 4000. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 7/3399 TEB FI/T TETERBORO, TETERBORO, NJ. COPTER ILS RWY 6, AMDT 1C...S-ILS-6 DECISION ALTITUDE 356/HAT 350, VIS RVR 4000. S-LOC-6 VIS RVR 4000.

TRENTON

Trenton Mercer

FDC 8/2445 TTN FI/T TRENTON MERCER, TRENTON, NJ. VOR OR GPS RWY 24, AMDT 4A...VOR PORTION NA.

VINCENTOWN

Red Lion

FDC 7/0571 N73 FI/T RED LION, VINCENTOWN, NJ. VOR OR GPS A AMDT 5B...CIRCLING: MDA 580/HAA 526 CAT A/B.

WEST MILFORD

Greenwood Lake

FDC 5/2182 4N1 FI/T GREENWOOD LAKE, WEST MILFORD, NJ. VOR RWY 6, ORIG. PROCEDURE NA.

WILDWOOD

Cape May County

FDC 8/9935 WWD FI/P CAPE MAY COUNTY, WILDWOOD, NJ. LOC RWY 19, AMDT 6B...S-19 MDA 420/HAT 401 ALL CATS. VIS CATS C/D 1 1/4. CHART FAS OBST: 107 TOWER 390249N/0745413W. THIS IS LOC RWY 19, AMDT 6C.

FDC 8/9934 WWD FI/P CAPE MAY COUNTY, WILDWOOD, NJ. RNAV (GPS) RWY 19, ORIG-A...LNAV MDA 420/HAT 401 ALL CATS. VIS CATS C/D 1 1/4. DELETE NOTE: CIRCLING NA FOR CATS C AND D NORTH OF RWY 28 AND EAST OF RWY 19. CHART NOTE: CIRCLING NA NORTH OF RWY 28 AND EAST OF RWY 19 CATS C AND D. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. CHART FAS OBST: 107 TOWER 390249N/0745413W. THIS IS RNAV (GPS) RWY 19, ORIG-B.

WOODBINE

Woodbine Muni

FDC 8/0475 1N4 FI/T WOODBINE MUNI, WOODBINE, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 12-30 TO RWY 13-31.

NEW MEXICO

ALBUQUERQUE

Albuquerque Intl Sunport

FDC 8/4728 ABQ FI/T ALBUQUERQUE INTL SUNPORT, ALBUQUERQUE, NM. RNAV (GPS) RWY 35, AMDT 1...LNAV MDA 5720/HAT 404 ALL CATS, VIS CAT C 1 1/4. VDP 1.10 NM TO RW35. TEMPORARY CRANE 5419 MSL 1.54 NM S OF RWY 35. 2008/08/25 15:23.

CLOVIS

Clovis Muni

FDC 8/1884 CVN FI/T CLOVIS MUNI, CLOVIS, NM. ILS/DME RWY 4, ORIG...S-LOC 4 MINIMUMS NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CV LOM OTS.

DEMING

Deming Muni

FDC 7/0995 DMN FI/T DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 4, ORIG...CIRCLING NA AT NIGHT.

FDC 7/0993 DMN FI/T DEMING MUNI, DEMING, NM. VOR RWY 26, AMDT 10...RNAV (GPS) RWY 26, ORIG...PROCEDURE NA.

FARMINGTON

Four Corners Rgnl

FDC 8/3805 FMN FI/P FOUR CORNERS RGNL, FARMINGTON, NM. ILS OR LOC RWY 25, AMDT 7B...DELETE MISSED APPROACH: CLIMB TO 6100 THEN CLIMBING RIGHT TURN TO 9000 VIA HEADING 321 AND RSK R-280 TO FLUME AND HOLD. CHART: MISSED APPROACH: CLIMB TO 6100 THEN CLIMBING RIGHT TURN TO 9000 VIA HEADING 321 AND RSK R-280 TO FLUME INT AND HOLD, OR WHEN DIRECTED BY ATC, CLIMB TO 7500 THEN CLIMBING RIGHT TURN TO 10,000 DIRECT DRO VOR/DME AND HOLD. HOLD SW, RT, 035.95 INBOUND. CHART: ALTERNATE MISSED APPROACH HOLDING, HOLD SW DRO VOR/DME, RT, 035.95. REASON: ADDED ALTERNATE MISSED APPROACH AND CHARTED HOLDING PATTERN. THIS IS ILS OR LOC RWY 25, AMDT 7C.

HOBBS

Lea County Rgnl

FDC 8/4711 HOB FI/T LEA COUNTY REGIONAL, HOBBS, NM. ILS OR LOC RWY 3, AMDT 7...PROCEDURE NA.

SILVER CITY

Grant County

FDC 8/5914 SVC FI/P GRANT COUNTY, SILVER CITY, NM. LOC/DME RWY 26, AMDT 5...ALTERNATE MINIMUMS NA. THIS IS LOC/DME RWY 26, AMDT 5A.

TAOS

Taos Rgnl

FDC 8/1852 SKX FI/T TAOS REGIONAL, TAOS, NM. NDB RWY 4, AMDT 1A...PROCEDURE NA.

NEW YORK

ALBANY

Albany Intl

FDC 7/2353 ALB FI/T ALBANY INTL, ALBANY, NY. COPTER ILS OR LOC/DME RWY 1, AMDT 1...PROCEDURE NA.

BATAVIA

Genesee County

FDC 7/1735 GVQ FI/P GENESEE COUNTY, BATAVIA, NY. VOR/DME OR GPS A, AMDT 5...CHART IAF AT GENESEO (GEE) VOR/DME. THIS IS VOR/DME OR GPS A, AMDT 5A.

BINGHAMTON

Greater Binghamton/Edwin A Link Field

FDC 8/2673 BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 34, ORIG...PROCEDURE NA.

FDC 7/5881 BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. VOR/DME RWY 28, AMDT 10...DISREGARD NOTES: PROCEDURE NA FOR ARRIVAL ON HNK VOR/DME AIRWAY RADIALS 313 CW 344 AND PROCEDURE NA FOR ARRIVALS VIA V72 EASTBOUND. ADD TO PLANVIEW: PROCEDURE NA FOR ARRIVALS AT HNK VOR/DME ON AIRWAY RADIALS 313 CW 344 AND AT RKA VOR/DME VIA V542 EASTBOUND.

FDC 7/5879 BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. RNAV (GPS) RWY 28, ORIG...CHANGE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NOSEE VIA V29 SOUTHBOUND, V576 WESTBOUND, AND FOR ARRIVALS AT OXFOR VIA V542 EASTBOUND.

BROCKPORT

Ledgedale Airpark

FDC 7/2564 7G0 FI/T LEDGEDALE AIRPARK, BROCKPORT, NY. GPS RWY 28, ORIG...S-28 MDA 1060/HAT 394 CAT A/B. CIRCLING MDA 1180/HAA 514 CAT B.

BUFFALO

Buffalo Airfield

FDC 5/0904 9G0 FI/T BUFFALO AIRFIELD, BUFFALO, NY. VOR OR GPS RWY 24, AMDT 6B. VOR PORTION NA.

Buffalo Niagara Intl

FDC 8/3281 BUF FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS OR LOC/DME RWY 32, ORIG-A...TERMINAL ROUTE: GENESEO (GEE) VOR/DME TO (IF/IAF) ELMMA/I-BNQ 11.9 DME MINIMUM ALTITUDE 4000.

DANSVILLE

Dansville Muni

FDC 7/8663 DSV FI/T DANSVILLE MUNI, DANSVILLE, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 14, NA. RWY 18, NA.

DUNKIRK

Chautauqua County/Dunkirk

FDC 7/2331 DKK FI/T CHAUTAUQUA CNTY/DUNKIRK, DUNKIRK, NY. VOR RWY 24, AMDT 7...DME MINIMUMS: S-24 MDA 1160/HAT 484 ALL CATS.

EAST HAMPTON

East Hampton

FDC 8/5358 HTO FI/T EAST HAMPTON, EAST HAMPTON, NY. VOR/DME RNAV OR GPS RWY 10, AMDT 6...VOR/DME RNAV OR GPS RWY 28, AMDT 3...VOR OR GPS A, AMDT 10...CIRCLING NA TO RWY 4/22.

FULTON

Oswego County

FDC 6/8585 FZY FI/T OSWEGO COUNTY, FULTON, NY. ILS RWY 33, ORIG...CIRCLING CAT A/B/C MDA 1000/HAA 525. VISUAL GLIDE SLOPE INDICATOR (VGSI) AND ILS GLIDEPATH NOT COINCIDENT.

FDC 6/8584 FZY FI/T OSWEGO COUNTY, FULTON, NY. VOR RWY 33, AMDT 5...CIRCLING CAT A/B/C MDA 1000/HAA 525. DISREGARD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 6/8583 FZY FI/T OSWEGO COUNTY, FULTON, NY. RNAV (GPS) RWY 24, ORIG...LNAV MDA 960/HAT 491 ALL CATS. VIS CAT D 1 1/2. CIRCLING CAT A/B/C MDA 1000/HAA 525. VDP AT 1.40 NM TO RWY 24.

HAMILTON

Hamilton Muni

FDC 8/9063 VGC FI/T HAMILTON MUNI, HAMILTON, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17 NA. DEPARTURE PROCEDURE: RWY 35 NA.

HORNELL

Hornell Muni

FDC 8/4267 4G6 FI/T HORNELL MUNI, HORNELL, NY. GPS RWY 36, ORIG-A...S-36 MDA 2620/HAT 1424 ALL CATS CIRCLING MDA 2620/HAA 1400 ALL CATS ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS S-36 MDA 2900/HAT 1704 ALL CATS CIRCLING MDA 2900/HAA 1680 ALL CATS YOSIY TO RWY 36: 3.50/50 VISBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/4266 4G6 FI/T HORNELL MUNI, HORNELL, NY. GPS RWY 18, ORIG-A...S-18 MDA 2280/HAT 1067 ALL CATS ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS S-18 MDA 2560/HAT 1347 ALL CATS CIRCLING CAT A/B MDA 2620/HAA 1400 VISIBILITY REDUCTION BY HELICOPTERS NA DISREGARD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/4265 4G6 FI/T HORNELL MUNI, HORNELL, NY. VOR/DME A, AMDT 4...CIRCLING MDA 2480/HAA 1260 ALL CATS ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS CIRCLING MDA 2760/HAA 1540 ALL CATS.

JAMESTOWN

Chautauqua County/Jamestown

FDC 8/7927 JHW FI/T CHAUTAUQUA COUNTY/JAMESTOWN, JAMESTOWN, NY. VOR/DME RWY 7, AMDT 4...PROCEDURE NA.

MALONE

Malone-Dufort

FDC 8/8361 MAL FI/T MALONE-DUFORT, MALONE, NY. VOR/DME A, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MSS DME OTS.

FDC 7/1367 MAL FI/T MALONE-DUFORT, MALONE, NY. VOR/DME A AMDT 1...PROCEDURE NA.

MASSENA

Massena Intl-Richards Field

FDC 8/9047 MSS FI/T MASSENA INTL-RICHARDS FIELD, MASSENA, NY. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

FDC 7/1366 MSS FI/T MASSENA INTL-RICHARDS FIELD, MASSENA, NY. VOR A ORIG...PROCEDURE NA.

MONTAUK

Montauk

FDC 4/5454 MTP FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6 AMDT 3...STRAIGHT-IN MINIMUMS NA.

MONTGOMERY

Orange County

FDC 6/3702 MGJ FI/T ORANGE COUNTY, MONTGOMERY, NY. ILS RWY 3, AMDT 2...PLANVIEW NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

MONTICELLO

Monticello

FDC 8/6579 N37 FI/T MONTICELLO, MONTICELLO, NY. VOR/DME OR GPS RWY 1, AMDT 3...PROCEDURE NA.

FDC 8/6578 N37 FI/T MONTICELLO, MONTICELLO, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: NA.

NEW YORK

John F Kennedy Intl

FDC 8/5534 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. ILS OR LOC RWY 13L, AMDT 16B...ILS RWY 13L (CAT II), AMDT 16B...DME REQUIRED.

FDC 8/5517 JFK FI/P JOHN F. KENNEDY INTL, NEW YORK, NY ILS OR LOC RWY 13L AMDT 16A ILS RWY 13L (CAT II) AMDT 16A S-LOC 13L MDA 680/HAT 667 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 667 ALL CATS. CHART VDP AT 3.6 DME; DISTANCE VDP TO THLD 1.9 MILES. THIS IS ILS OR LOC RWY 13L AMDT 16B ILS RWY 13L (CAT II) AMDT 16B REASON: NEW PERMANENT OBSTACLE: 390 MSL TOWER 404154.87N-0735112.49W (5D), SECONDARY ADJUSTMENT APPLIED.

FDC 8/1067 JFK FI/P JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 22L, AMDT 1A...DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 49C (120F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -13C (8F) OR ABOVE 49C (120F). MSA FROM RW22L 2900. THIS IS RNAV (GPS) Y RWY 22L, AMDT 1B.

FDC 8/0769 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (RNP) Z RWY 31L, ORIG...PROCEDURE NA.

FDC 8/0597 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 4R, AMDT 1A...MSA RW04R 25 NM 2900.

FDC 8/0587 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 31L, AMDT 1A...RNAV (GPS) X RWY 31L, AMDT 1A...MSA RW31L 25 NM 2900.

FDC 8/0583 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 4L, AMDT 1A...MSA RW04L 25 NM 2900.

FDC 8/0576 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 31R, AMDT 1A...MSA RW31R 25 NM 2900.

FDC 8/0513 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 31R, 300 - 1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 429 FEET PER NM TO 500. NOTE: TEMPORARY CRANE 5998 FEET FROM DEPARTURE END, 1094 FEET LEFT OF CENTERLINE 244 AGL/272 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 7/4490 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD TAKEOFF OBSTACLES NOTE: RWY 31R, BLDG 3918 FEET FROM DEPARTURE END OF RUNWAY, 1547 FEET RIGHT OF CENTERLINE 110 FEET AGL/133 FEET MSL.

FDC 6/1496 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. ILS RWY 4R (CAT III), AMDT 29B. S-ILS 4R CAT IIIC NA.

La Guardia

FDC 8/8554 LGA FI/P LA GUARDIA, NEW YORK, NY. LDA A, AMDT 2A...DELETE: COHOP INT TO RW22: 3.60 / 52. DELETE PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS LDA A, AMDT 2B.

FDC 8/6941 LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 4, AMDT 35A...S-ILS VISIBILITY RVR 5000 ALL CATS. S-LOC CATS A/B VISIBILITY RVR 5000. TEMPORARY CRANE 126 MSL 1494 FEET SW OF RWY 4. MISSED APPROACH: CLIMB TO 2000 VIA HEADING 054 AND CRI VOR/DME R-026 TO GREKO INT/CRI 15.7 DME AND HOLD NE, LT, 206 INBOUND.

FDC 8/6940 LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (GPS) Y RWY 4, AMDT 2...LPV DA 428/HAT 407. TEMPORARY CRANE 126 MSL 1494 FEET SW OF RWY 4.

FDC 8/6938 LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (RNP) Z RWY 4, ORIG...PROCEDURE NA. TEMPORARY CRANE 126 MSL 1494 FEET SW OF RWY 4.

FDC 8/6435 LGA FI/T LA GUARDIA, NEW YORK, NY. EXPRESSWAY VISUAL APPROACH RWY 31, AMDT 6...WHEN CLEARED FOR EXPRESSWAY APPROACH TO RWY 31 (USE I-LGA 045.00 LOCALIZER COURSE INBOUND) CROSS JFK R-317 AT 2500 FEET OR ABOVE. TURN RIGHT AT JFK R-317 HEADING O85 AND DESCEND TO RUNWAY 31 VIA LONG ISLAND EXPRESSWAY AND FLUSHING MEADOW PARK.

FDC 8/6076 LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 13, ORIG-C...S-ILS 13: DA 289/HAT 277, VIS RVR 2400 ALL CATS. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 13 ALL CATS VISIBILITY TO RVR 5000. ADD NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. TEMPORARY CRANE 294 MSL 4317 FEET SOUTH OF RWY 22.

FDC 8/5091 LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (GPS) Y RWY 22, AMDT 2...LPV DA 299/HAT 287. FOR INOPERATIVE MALSR VISIBILITY RVR 5000 ALL CATS. VDP NA, UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

FDC 8/5086 LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 13, ORIG-C...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2000, DIRECT ORCHY LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000, NE, LT, 224 INBOUND. ADF REQUIRED.

FDC 8/5080 LGA FI/T LA GUARDIA, NEW YORK, NY. LOC RWY 31, AMDT 2...ILS OR LOC RWY 13, ORIG-C...CIRCLING MDA 700/HAA 678 CATS A/B/C. VIS CAT C 2. DME MINIMUMS: CIRCLING MDA 700/HAA 678 CATS A/B/C. VIS CAT C 2.

FDC 8/5079 LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 19B...ILS OR LOC RWY 4, AMDT 35A...RNAV (GPS) RWY 31, ORIG-A...RNAV (GPS) B, ORIG...LDA A, AMDT 2A...RNAV (GPS) Y RWY 4, AMDT 2...RNAV (GPS) Y RWY 22, AMDT 2...RNAV (GPS) RWY 13, ORIG-A...CIRCLING MDA 700/HAA 678 CATS A/B/C, VIS CAT C 2. TEMPORARY CRANE 333 MSL 1.89 NM SE OF RWY 4.

FDC 8/5072 LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (GPS) RWY 13, ORIG-A...LPV DA 324/HAT 312 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

FDC 8/5061 LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 19B...S-ILS 22 DA 258/HAT 246 ALL CATS. S-LOC 22 MDA 700/HAT 688 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

FDC 6/7120 LGA FI/T LA GUARDIA, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31, 300-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 400. REST OF DATA REMAINS AS PUBLISHED.

FDC 6/6389 LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 19B...MISSED APPROACH: CLIMB TO 2700 VIA HEADING 224 AND ROBINSVILLE (RBV) VORTAC R-051 TO RBV VORTAC AND HOLD NE, RT, 210 INBOUND.

FDC 6/5490 LGA FI/T LA GUARDIA, NEW YORK, NY. VOR/DME E, AMDT 2A. VOR F, AMDT 2A. VOR/DME G, AMDT 2A. VOR/DME H, AMDT 2A. COPTER ILS/DME RWY 22, AMDT 1A. VOR RWY 4, AMDT 2B. PROCEDURE NA.

FDC 6/5478 LGA FI/T LA GUARDIA, NEW YORK, NY. LDA A, AMDT 2A...MISSED APPROACH: CLIMB TO 2700 VIA HEADING 224 AND ROBINSVILLE (RBV) VORTAC R-051 TO RBV VORTAC AND HOLD. HOLD NE, RT, 210 INBOUND.

FDC 6/1435 LGA FI/T LA GUARDIA, NEW YORK, NY. LOC RWY 31, AMDT 2...MISSED APPROACH: CLIMBING RIGHT TURN TO 2000 DIRECT ORCHY LOM AND HOLD NE, LT, 224.15 INBOUND. ADF REQUIRED.

NEWBURGH

Stewart Intl

FDC 8/4184 SWF FI/T STEWART INTERNATIONAL, NEWBURGH, NY. RNAV (GPS) RWY 9, ORIG-A...VGSI AND RNAV GLIDEPATH NOT COINCIDENT. VDP NA.

FDC 8/4183 SWF FI/T STEWART INTERNATIONAL, NEWBURGH, NY. ILS OR LOC RWY 9, AMDT 10A...COPTER ILS OR LOC RWY 9, ORIG-A...VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 6/6883 SWF FI/T STEWART INTERNATIONAL, NEWBURGH, NY. ILS RWY 9 (CAT II), AMDT 10A...PROCEDURE NA.

NIAGARA FALLS

Niagara Falls Intl

FDC 6/8471 IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. RNAV (GPS) RWY 10L, ORIG-A...PROCEDURE NA.

FDC 6/4248 IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS 1 RWY 28R, AMDT 3...TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO DIONE IAG 12 DME NA. RADAR REQUIRED. CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2.

FDC 6/4247 IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS OR LOC RWY 28R AMDT 22B...NDB OR GPS RWY 28R AMDT 16A...TERMINAL ROUTE: BUFFALO (BUF) VOR/DME TO KATHI (IA) LOM NA. TERMINAL ROUTE: GANIS INT TO KATHI (IA) LOM NA. CIRCLING: MDA 1360/HAA 770 CAT D. VISIBILITY CAT D 2 1/2.

NORWICH

Lt Warren Eaton

FDC 8/5939 OIC FI/T LT WARREN EATON, NORWICH, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 19, 1300-3 OR STANDARD WITH MINIMUM CLIMB OF 400 FEET PER NM TO 700. REST OF DATA REMAINS AS PUBLISHED.

FDC 5/1296 OIC FI/T LT. WARREN EATON, NORWICH, NY. VOR/DME RNAV OR GPS RWY 19, AMDT 2...FAF TO MAP 4.7 NM MAP RWY 19 4234.31N-07531.43W, RKA 307.7 - 14.1 DME.

PLATTSBURGH

Plattsburgh Intl

FDC 8/9796 PBG FI/T PLATTSBURGH INTL, PLATTSBURGH, NY. RNAV (GPS) RWY 35, AMDT 1A...LPV DA NA. LNAV/VNAV DA NA. LNAV VISIBILITY CATS A, B 1, CAT C 1 1/2, CATS D, E 1 3/4. INOPERATIVE TABLE DOES NOT APPLY. VDP NA.

FDC 8/9795 PBG FI/T PLATTSBURGH INTL, PLATTSBURGH, NY. ILS OR LOC/DME RWY 35, ORIG-A...S-ILS 35 NA. S-LOC 35 VISIBILITY CATS A, B 1, CATS C, D 1 1/4, CAT E 1 1/2. INOPERATIVE TABLE DOES NOT APPLY. VDP NA.

POUGHKEEPSIE

Dutchess County

FDC 8/7973 POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6, AMDT 5B...TERMINAL ROUTE PROCEDURE TURN: DME REQUIRED. TERMINAL ROUTE KINGSTON (IGN) VOR/DME TO MEIER (PO) LOM/INT/ IGN 8.3 DME: DME REQUIRED. MSA NA. DISREGARD ALL REFERENCE TO THE MEIER (PO) COMPASS LOCATOR.

FDC 8/7721 POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME OR GPS RWY 24, AMDT 3C...DISREGARD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 6/3373 POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME RNAV OR GPS RWY 6, AMDT 5A. MISSED APPROACH: CLIMB TO 2900 ON TRACK OF 063 TO KINGSTON VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2900.

FDC 6/3372 POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6, AMDT 5B. MISSED APPROACH: CLIMB TO 2800 DIRECT IGN VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2800.

FDC 6/3371 POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME RWY 6, AMDT 5C. MISSED APPROACH: CLIMB TO 3000 DIRECT IGN VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ROCHESTER

Greater Rochester Intl

FDC 8/4494 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. RNAV (GPS) RWY 22, ORIG-B...TERMINAL ROUTE EHMAN TO FAREK (IAF) NA. TERMINAL ROUTE CLUNG TO FAREK (IAF) NA. TERMINAL ROUTE MAGEN TO ETEPE (IAF) NA.

FDC 8/2964 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 4, AMDT 18...ILS RWY 4 (CAT II), AMDT 18...DISREGARD ALL REFERENCES TO ROCHESTER (ROC) VORTAC RADIALS.

FDC 8/2962 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. VOR RWY 4, AMDT 10...VOR/DME RWY 4, AMDT 2...PROCEDURE NA.

ROME

Griffiss Intl

FDC 8/8485 RME FI/P GRIFFISS AIRFIELD, ROME, NY. VOR/DME RWY 33, ORIG...MISSED APPROACH: CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3500 VIA HEADING 180 AND UCA R-332 TO UCA VORTAC AND HOLD. THIS IS VOR/DME RWY 33, ORIG-A.

FDC 7/4984 RME FI/T GRIFFISS AIRPARK, ROME, NY. ILS RWY 15, ORIG-A...S-ILS 15 VIS ALL CATS 3/4 MILE. S-LOC 15 VIS CATS A/B 3/4 MILE, CAT C 1 1/4 MILE, CAT D 1 1/2 MILE.

SARATOGA SPRINGS

Saratoga County

FDC 8/8510 5B2 FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. VOR/DME A, ORIG...CIRCLING MDA 1280/HAA 847 CATS C/D. PROCEDURE NA AT NIGHT.

FDC 8/6710 5B2 FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. RNAV (GPS) RWY 5, ORIG...RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

SCHENECTADY

Schenectady County

FDC 7/6004 SCH FI/T SCHENECTADY COUNTY, SCHENECTADY, NY. NDB RWY 22, AMDT 15A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FLIGHT CHECK RESTRICTIONS TO ALBANY (ALB) VORTAC.

FDC 7/5865 SCH FI/T SCHENECTADY COUNTY, SCHENECTADY, NY. ILS RWY 4, AMDT 4A...RADAR REQUIRED FOR PREOCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TERMINAL ROUTE FROM ALBANY (ALB) VORTAC TO HANLY INT/OM AND PROCEDURE TURN AT HANLY INT/OM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FLIGHT CHECK RESTRICTIONS TO ALBANY (ALB) VORTAC.

SHIRLEY

Brookhaven

FDC 6/2954 HWV FI/T BROOKHAVEN, SHIRLEY, NY. RNAV (GPS) RWY 6, ORIG...RNAV (GPS) RWY 24, ORIG...RADAR REQUIRED.

FDC 5/1558 HWV FI/T BROOKHAVEN, SHIRLEY, NY. VOR RWY 6, AMDT 3...S-6 NA.

SIDNEY

Sidney Muni

FDC 5/0805 N23 FI/T SIDNEY MUNI, SIDNEY, NY. VOR RWY 25 AMDT 2A...PROCEDURE NA.

SOUTHAMPTON

Southampton

FDC 7/2284 87N FI/T SOUTHAMPTON HELIPORT, SOUTHAMPTON, NY. VOR/DME RNAV OR GPS 187, ORIG...PROCEDURE NA.

SYRACUSE

Syracuse Hancock Intl

FDC 8/7117 SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. VOR RWY 15, AMDT 22 C...S-15 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY. VDP 3.4 DME. MSA FROM SYRACUSE (SYR) VORTAC 260-020 2100, 020-110 2800, 110-260 3700.

FDC 8/7116 SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. HI VOR/DME OR TACAN RWY 15, AMDT 4...S-15 MDA 880/HAT 463 CATS C/D/E, VIS CAT C 1 1/4. CIRCLING MDA CAT C 900/HAA 479. MSA FROM SYRACUSE (SYR) VORTAC 260-020 2100, 020-110 2800, 110-260 3700. SYR VORTAC TO RW15 3.09/53 VDP 3.4 DME.

FDC 6/1638 SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. RNAV (GPS) RWY 33, AMDT 1...LPV AND LNAV/VNAV MINIMUMS NA.

TICONDEROGA

Ticonderoga Muni

FDC 8/4675 4B6 FI/T TICONDEROGA MUNI, TICONDEROGA, NY. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA.

WATERTOWN

Watertown Intl

FDC 8/8319 ART FI/T WATERTOWN INTL, WATERTOWN, NY. VOR RWY 7, AMDT 13C...CIRCLING CAT A MDA 960/HAA635.

FDC 8/8318 ART FI/T WATERTOWN INTL, WATERTOWN, NY. ILS OR LOC RWY 7, AMDT 6D...CIRCLING CAT A MDA 960/HAA 635. ALTERNATE MINIMUMS: ILS CAT A/B/C 700-2, CAT D 700-2 1/4.

WEEDSPORT

Whitfords

FDC 6/7265 B16 FI/T WHITFORDS, WEEDSPORT, NY. VOR A, ORIG-B...NOTE: DME UNLOCKS FAF TO MAP.

WHITE PLAINS

Westchester County

FDC 8/0848 HPN FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. RNAV (GPS) RWY 34, AMDT 2...LNAV MDA 900/HAT 498 ALL CATS. CAT D VISIBILITY 1 1/2. LNAV/VNAV NA. LPV NA. TEMPORARY CRANE 599 MSL 3600 FT SW OF RWY 34.

NORTH CAROLINA

ASHEVILLE

Asheville Rgnl

FDC 8/4215 AVL FI/T ASHEVILLE REGIONAL, ASHEVILLE, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 16: STANDARD WITH A MIN CLIMB OF 360 FT PER NM TO 6100, OR 3000-3 FOR CLIMB IN VISUAL CONDITIONS. RWY 34: STANDARD WITH A MIN CLIMB OF 380 FT PER NM TO 5700, OR 4000-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 16: CLIMB DIRECT BRA NDB TO 6100 BEFORE PROCEEDING ON COURSE. RWY 34: CLIMB DIRECT KEANS (IM) LOM, CLIMB IN HOLDING PATTERN; HOLD N, LT 164 INBOUND TO CROSS KEANS LOM AT OR ABOVE 7000 BEFORE PROCEEDING ON COURSE. RWY 16: FOR CLIMB IN VISUAL CONDITIONS, CROSS ASHEVILLE REGIONAL AIRPORT SOUTHBOUND AT OR ABOVE 5000 DIRECT BRA NDB BEFORE PROCEEDING ON COURSE. RWY 34: FOR CLIMB IN VISUAL CONDITIONS, CROSS ASHEVILLE REGIONAL AIRPORT NORTHBOUND AT OR ABOVE 6000 DIRECT KEANS LOM BEFORE PROCEEDING ON COURSE. NOTE: CLIMB IN VISUAL CONDITIONS NA AT NIGHT.

CHARLOTTE

Charlotte/Douglas Intl

FDC 8/9158 CLT FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS OR LOC RWY 5, AMDT 37A...ADD NOTE: S-ILS 5 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. RADAR REQUIRED.

CLINTON

Sampson County

FDC 8/8774 CTZ FI/T SAMPSON COUNTY, CLINTON, NC. LOC RWY 6, AMDT 2...CHANGE PROFILE NOTE TO READ: LOCALIZER UNUSABLE 1.2 NM INBOUND TO THRESHOLD. S-6: DISTANCE FAF TO MAP 4.4NM. TIME DISTANCE TABLE: 60=4:24, 90=2:56, 120=2:12, 150=1:46, 180=1:28 S-6 MISSED APPROACH POINT: 4.4 MILES AFTER TUSTY INT.

CONCORD

Concord Rgnl

FDC 8/0235 JQF FI/T CONCORD RGNL, CONCORD, NC. RNAV (GPS) RWY 20 ORIG...LPV: DA 1036/HAT 331. VIS 3/4 ALL CATS. FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY TO 1-1/4.

CURRITUCK

Currituck County

FDC 8/4192 ONX FI/T CURRITUCK COUNTY, CURRITUCK, NC. GPS RWY 5, ORIG...DISTANCE IMADE TO THRESHOLD 0.44 NM.

FDC 8/4191 ONX FI/T CURRITUCK COUNTY, CURRITUCK, NC. GPS RWY 23, ORIG-A...PROCEDURE NA.

ELIZABETH CITY

Elizabeth City Cg Air Station/Rgnl

FDC 7/2312 ECG FI/T ELIZABETH CITY CG AIR STATION/REGIONAL, ELIZABETH CITY, NC. NDB RWY 10, ORIG-D...TERMINAL ROUTE SWOPE INT TO WOODVILLE (LLW) NDB MEA 2100.

FDC 7/2311 ECG FI/T ELIZABETH CITY CG AIR STATION/REGIONAL, ELIZABETH CITY, NC. VOR/DME RWY 19, AMDT 10C...TERMINAL ROUTE SWOPE INT TO ELIZABETH CITY (ECG) VOR/DME MEA 2100.

ELKIN

Elkin Muni

FDC 8/1133 ZEF FI/T ELKIN MUNI, ELKIN, NC. NDB OR GPS RWY 25, AMDT 1...CIRCLING: CAT C/D MDA 1760/HAA 692. VIS CAT C 2, CAT D 2 1/4. TEMPORARY CRANE 1324 MSL 2.1 NM W OF RWY 25.

GREENSBORO

Piedmont Triad Intl

FDC 8/8333 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. RNAV (GPS) RWY 14, AMDT 1...LNAV/VNAV VIS RVR 6000 ALL CATS. LNAV VIS CATS A/B RVR 5000, CAT C RVR 6000, CAT D 1 1/2. INOP TABLE DOES NOT APPLY.

FDC 8/8332 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. NDB RWY 14, AMDT 15D...S-14 VIS CATS A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. INOP TABLE DOES NOT APPLY.

FDC 8/8240 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. ILS RWY 14, AMDT 18A...S-ILS 14 DA 1175/HAT 250 ALL CATS, VIS RVR 5000 ALL CATS. S-LOC 14 VIS CATS A/B RVR 5000, CATS C/D RVR 6000. INOP TABLE DOES NOT APPLY.

FDC 8/7160 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. ILS RWY 23, AMDT 8A...ILS RWY 23 (CAT II), AMDT 8A...TERMINAL ROUTE GSO VORTAC TO BRANT OM/INT MINIMUM ALTITUDE 3100. TERMINAL ROUTE LIB VORTAC TO BRANT OM/INT MINIMUM ALTITUDE 3100. PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3100.

FDC 8/7154 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR RWY 5, AMDT 12C...TERMINAL ROUTE GSO R-108/7 DME (IAF) 7 DME ARC TO GSO R-210/7 DME MINIMUM ALTITUDE 3100. PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3100. MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 VIA GSO R-360 TO MAYOS INT/GSO 16.9 DME AND HOLD.

FDC 8/7152 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME RWY 23, AMDT 9D...TERMINAL ROUTE GSO R-337/15 DME (IAF) 15 DME ARC TO GSO R-038/15 DME MINIMUM ALTITUDE 3100. PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3100. S-23 VIS CATS A/B RVR 4000, CATS C/D RVR 6000. FOR INOPERATIVE ALSF-2, INCREASE S-23 CATS A AND B VISIBILITY TO RVR 5000. INOPERATIVE TABLE DOES NOT APPLY TO S-23 CATS C AND D. DISREGARD INOPERATIVE ALSF-2 CAT D NOTE.

FDC 8/4922 GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. RNAV (GPS) RWY 23, AMDT 1...LNAV/VNAV DA 1276/HAT 387 ALL CATS.

GREENVILLE

Pitt-Greenville

FDC 7/9276 PGV FI/T PITT-GREENVILLE, GREENVILLE, NC. RNAV (GPS) RWY 20, AMDT 1...LNAV/VNAV DA 516/HAT 489, VIS 1 1/4 ALL CATS. LNAV MDA 580/HAT 553 ALL CATS, VIS CAT A/B 3/4, CAT C 1, CAT D 1 1/4. VDP NA. DISREGARD NOTE FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4. NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT A AND B TO 1.

FDC 7/9275 PGV FI/T PITT-GREENVILLE, GREENVILLE, NC. ILS OR LOC RWY 20, AMDT 4...S-ILS 20: DA 319/HAT 292, VIS 3/4 ALL CATS. S-LOC 20: VIS CAT A/B/C 3/4 NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 20 CAT A/B/C TO 1.

HICKORY

Hickory Rgnl

FDC 8/5192 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 19, ORIG...LNAV MDA 1560/HAT 393 ALL CATS VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5191 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 1, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5190 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 6, ORIG...LNAV MDA 1660/HAT 509 ALL CATS. VIS CAT C 1 1/2. CIRCLING CATS A/B/C MDA 1660/HAA 471 VISIBILITY REDUCTION BY HELICOPTERS NA VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/5189 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1600/HAT 411 ALL CATS. VIS CAT C 3/4.

FDC 8/5188 HKY FI/T HICKORY REGIONAL, HICKORY, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH A MINIMUM CLIMB OF 300 FT PER NM TO 3000. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/5187 HKY FI/T HICKORY REGIONAL, HICKORY, NC. VOR/DME RWY 24, ORIG-A...S-24 MDA 1600/HAT 411 ALL CATS. VIS CAT C 1 1/4.

JACKSONVILLE

Albert J Ellis

FDC 8/0881 OAJ FI/T ALBERT J ELLIS, JACKSONVILLE, NC. NDB RWY 5, AMDT 8...TERMINAL ROUTE GOLLA (IAF) TO ELLAS LOM (FAF) NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM VORTAC RESTRICTION.

FDC 8/0594 OAJ FI/T ALBERT J ELLIS, JACKSONVILLE, NC. ILS OR LOC RWY 5, AMDT 8...TERMINAL ROUTE HELNA NA. TERMINAL ROUTE GOLLA NA.

JEFFERSON

Ashe County

FDC 7/8756 GEV FI/T ASHE COUNTY, JEFFERSON, NC. LOC RWY 28, AMDT 1...S-28 MINIMUMS NA. MINIMUM FAF ALTITUDE JU NDB / I-JUH 5.1 DME 5700. DISREGARD DESCENT ANGLE.

LEXINGTON

Davidson County

FDC 8/6188 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6, 300- 1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 290 FT PER NM TO 900.

FDC 8/6187 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. VOR/DME RWY 24, ORIG...MISSED APPROACH: CLIMB TO 1800 THEN CLIMBING RIGHT TURN VIA GSO R-228 TO 2900 TO IQPOR/GSO 17.10 DME AND HOLD. DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6186 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. GPS RWY 6, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA VGSI AND DESCENT ANGLES NOT COINCIDENT DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING.

FDC 8/6185 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. ILS OR LOC RWY 6, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6184 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. GPS RWY 24, ORIG...IKWAM TO RW24: 3.14/31 DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING VISIBILITY REDUCTION BY HELICOPTERS NA.

LINCOLNTON

Lincolnton-Lincoln County Rgnl

FDC 6/7958 IPJ FI/T LINCOLNTON-LINCOLN COUNTY REGIONAL, LINCOLNTON, NC. GPS RWY 5, ORIG...CIRCLING CAT D MDA 1540/HAA 665.

LUMBERTON

Lumberton Muni

FDC 7/2702 LBT FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR RWY 13, AMDT 9B...PROCEDURE NA.

MANTEO

Dare County Rgnl

FDC 8/7808 MQI FI/T DARE COUNTY REGIONAL, MANTEO, NC. GPS RWY 23, ORIG...S-23 AND CIRCLING RWY 23 NA AT NIGHT.

FDC 8/2129 MQI FI/T DARE COUNTY RGNL, MANTEO, NC. GPS RWY 5, ORIG...GPS RWY 17, ORIG...NDB RWY 5, AMDT 5...NDB RWY 17, AMDT 4...CIRCLING RWY 23 NA AT NIGHT.

FDC 8/2121 MQI FI/T DARE COUNTY REGIONAL, MANTEO, NC. VOR RWY 17, AMDT 4...PROCEDURE NA.

MOORESVILLE

Lake Norman Airpark

FDC 7/3123 14A FI/T LAKE NORMAN AIRPARK, MOORESVILLE, NC. RNAV (GPS) RWY 14, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT.

MOUNT OLIVE

Mount Olive Muni

FDC 5/0944 W40 FI/T MOUNT OLIVE MUNI, MOUNT OLIVE, NC VOR OR GPS-A, AMDT 1...GPS PORTION NA.

NEW BERN

Craven County Rgnl

FDC 7/7735 EWN FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. ASR RWY 4, AMDT 2A...ASR RWY 22, AMDT 2A...PROCEDURE NA.

FDC 7/7325 EWN FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. VOR RWY 4, AMDT 4...VOR RWY 22, AMDT 2...PROCEDURE NA.

NORTH WILKESBORO

Wilkes County

FDC 8/7766 UKF FI/T WILKES COUNTY, NORTH WILKESBORO, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH MINIMUM CLIMB OF 340 PER NM TO 5000. RWY 19, STANDARD WITH MINIMUM CLIMB OF 225 PER NM TO 3200. DEPARTURE PROCEDURES: RWY 1, CLIMB HEADING 005 TO 5000 BEFORE PROCEEDING ON COURSE. RWY 19, CLIMB HEADING 185 TO 3200 BEFORE PROCEEDING ON COURSE.

PLYMOUTH

Plymouth Muni

FDC 8/0165 PMZ FI/T PLYMOUTH MUNI, PLYMOUTH, NC. GPS RWY 21, ORIG...PROCEDURE NA.

FDC 8/0164 PMZ FI/T PLYMOUTH MUNI, PLYMOUTH, NC. GPS RWY 3, ORIG...CIRCLING CAT C MDA 780/HAA 741, VIS 2 1/4.

FDC 8/0163 PMZ FI/T PLYMOUTH MUNI, PLYMOUTH, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 3, 400-2 OR STANDARD WITH MINIMUM CLIMB OF 267 FEET PER NM TO 500. ADD NOTE: RWY 3, TREES BEGINNING 1258 FEET FROM DEPARTURE END OF RUNWAY, 377 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/134 FEET MSL. TOWER 1.5 NM FROM DEPARTURE END OF RUNWAY, 3084 FEET LEFT OF CENTERLINE, 345 FEET AGL/365 FEET MSL. TREES BEGINNING 1310 FEET FROM DEPARTURE END OF RUNWAY, 378 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/134 FEET MSL.

RALEIGH/DURHAM

Raleigh-Durham Intl

FDC 8/9571 RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 23L, ORIG-A...LNAV/VNAV DA 938/HAT 503, VISIBILITY RVR 6000 ALL CATS. TEMPORARY CRANE 591 MSL 1.3 NM NORTH OF RWY 23L.

FDC 8/7626 RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. VOR RWY 32, AMDT 3C...S-32 MDA 1240/HAT 811 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1240/HAT 805 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MINIMUMS: CAT C 900 - 2 1/2, CAT D 900 - 2 3/4. TEMPORARY CRANE 937 MSL 8.58 NM SE RWY 32.

FDC 8/7201 RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 5L, ORIG...LNAV/VNAV DA 871/HAT 486, VISIBILITY RVR 6000 ALL CATS. TEMPORARY CRANE 557 MSL 1.3 NM SOUTHEAST OF RWY 5L.

FDC 8/7200 RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 5R, ORIG...LNAV/VNAV DA 856/HAT 436, VISIBILITY RVR 5000 ALL CATS. TEMPORARY CRANE 557 MSL 4323 FEET SOUTHEAST OF RWY 5R.

FDC 8/6210 RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS RWY 23R (CAT II), AMDT 10A...ILS RWY 23R (CAT III), AMDT 10A...PROCEDURE NA, UNLESS OTHERWISE ADVISED BY ATC. TEMPOARY CRANE 556 MSL 1.2 NM SW OF RWY 23R.

FDC 7/2898 RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS RWY 5L, AMDT 4B...S-ILS 5L DA 635/HAT 250 ALL CATS, UNLESS OTHERWISE ADVISED BY ATC. ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. TEMPORARY CRANE 556 MSL 2726 FT NE OF RWY 5L.

ROXBORO

Person County

FDC 8/1435 TDF FI/T PERSON COUNTY, ROXBORO, NC. GPS RWY 6, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT IFKIN TO RWY 6 2.95/43 TCH.

FDC 8/1434 TDF FI/T PERSON COUNTY, ROXBORO, NC. ILS RWY 6, ORIG...S-ILS DA 855/HAT 250 ALL CATS, VIS 1 ALL CATS. VGSI AND ILS GLIDEPATH NOT COINCIDENT.

SALISBURY

Rowan County

FDC 8/4686 RUQ FI/T ROWAN COUNTY, SALISBURY, NC. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA.

SANFORD

Sanford-Lee County Rgnl

FDC 8/8890 TTA FI/T SANFORD-LEE COUNTY REGIONAL, SANFORD, NC. ILS RWY 3, ORIG...PROCEDURE NA.

SHELBY

Shelby-Cleveland County Rgnl

FDC 6/7990 EHO FI/T SHELBY MUNI, SHELBY, NC. RNAV (GPS) RWY 5, ORIG...CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE/DOUGLAS INTL ALTIMETER SETTING.

SILER CITY

Siler City Muni

FDC 8/9419 5W8 FI/T SILER CITY MUNI, SILER CITY, NC. NDB RWY 22, AMDT 1...PROCEDURE NA.

SMITHFIELD

Johnston County

FDC 8/7415 JNX FI/T JOHNSTON COUNTY, SMITHFIELD, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 21, 500-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 263 FEET PER NM TO 800. DEPARTURE PROCEDURE: RWY 21, CLIMB HEADING 212.44 TO 1100 BEFORE TURNING RIGHT. NOTE: RWY 21, TOWER 2.3 NM FROM DEPARTURE END OF RUNWAY, 2883 FEET RIGHT OF CENTERLINE, 380 FEET AGL/614 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

STATESVILLE

Statesville Rgnl

FDC 8/5501 SVH FI/P STATESVILLE REGIONAL, STATESVILLE, NC. ILS OR LOC/DME RWY 28, ORIG-A...CHART IN PLANVIEW: GSO VORTAC 40.6 DME AT PEGTE INT/I-SVH 12.2 DME. THIS IS ILS OR LOC/DME RWY 28, ORIG-B.

TARBORO

Tarboro-Edgecombe

FDC 7/2849 ETC FI/T TARBORO-EDGECOMBE, TARBORO, NC. NDB RWY 27, ORIG...PROCEDURE NA.

WALLACE

Henderson Field

FDC 7/2941 ACZ FI/T HENDERSON FIELD, WALLACE, NC. NDB RWY 27, AMDT 1...TERMINAL ROUTE WILMINGTON (ILM) VORTAC TO ACZ NDB NA.

WALNUT COVE

Meadow Brook Field

FDC 8/7884 N63 FI/T MEADOW BROOK FIELD, WALNUT COVE, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUM: RWY 16, 800-3 OR STANDARD WITH A MINIMUM CLIMB OF 324 FEET PER NM TO 2000. RWY 34, NA DEPARTURE PROCEDURE: RWY 16, CLIMB VIA HEADING 165.99 TO 2000 BEFORE PROCEDING ON COURSE. NOTE: RWY 16, TANK 5738 FEET FROM DEPARTURE END OF RWY, 742 FEET RIGHT OF CENTERLINE, 157 FEET AGL/843 FEET MSL. AAO 1.74 NM FROM DEPARTURE END OF RWY, 2265 FEET RIGHT OF CENTERLINE, 200 FEET AGL/999 FEET MSL.

WASHINGTON

Warren Field

FDC 8/3947 OCW FI/T WARREN FIELD, WASHINGTON, NC. VOR/DME RWY 5 AMDT 2B...PROCEDURE NA.

WAXHAW

Jaars-Townsend

FDC 5/2246 N52 FI/T JAARS-TOWNSEND, WAXHAW, NC. VOR/DME OR GPS-A, AMDT 3...PROCEDURE NA.

FDC 5/2226 N52 FI/T JAARS-TOWNSEND, WAXHAW, NC. GPS RWY 22, ORIG...TERMINAL ROUTE FORT MILL (FML) VORTAC TO WUXVO NA.

FDC 5/2224 N52 FI/T JAARS-TOWNSEND, WAXHAW, NC. GPS RWY 4, ORIG...TERMINAL ROUTE FORT MILL (FML) VORTAC TO PENNE NA.

WILMINGTON

Wilmington Intl

FDC 8/8549 ILM FI/T WILMINGTON INTL, WILMINGTON, NC. ILS OR LOC/DME RWY 6, ORIG...ADF REQUIRED. RADAR REQUIRED FOR PROCEDURE ENTRY. STRAIGHT-IN MINIMUMS NA AT NIGHT WHEN CONTROL TOWER CLOSED. GLIDESLOPE UNUSABLE BELOW 440 MSL. TERMINAL ROUTE (IAF) WYLMS ILM 25 DME TO (IF) LURKY I-GNM 12.8 DME NA. TERMINAL ROUTE WILMINGTON (ILM) VORTAC TO LURKY NA. MISSED APPROACH: CLIMB TO 500 THEN CLIMBING LEFT TURN TO 1800 DIRECT WILZE LOM AND HOLD NE, LT, 235 INBOUND.

NORTH DAKOTA

BISMARCK

Bismarck Muni

FDC 8/6855 BIS FI/T BISMARCK MUNI, BISMARCK, ND. ILS RWY 31, AMDT 32D...ADD NOTE: S-ILS 31 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

BOTTINEAU

Bottineau Muni

FDC 8/1101 D09 FI/T BOTTINEAU MUNI, BOTTINEAU, ND. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31, 1100-3 OR STANDARD WITH A MINIMUM CLIMB OF 360 PER NM TO 3100. ALL OTHER DATA REMAINS AS PUBLISHED.

DEVILS LAKE

Devils Lake Rgnl

FDC 8/0389 DVL FI/T DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 21, ORIG...PROCEDURE NA.

FDC 8/0387 DVL FI/T DEVILS LAKE RGNL, DEVILS LAKE, ND. RNAV (GPS) RWY 3, ORIG...LPV MINIMUMS NA.

MINOT

Minot Intl

FDC 8/8396 MOT FI/T MINOT INTL, MINOT, ND. RNAV (GPS) RWY 31, AMDT 1...LPV MINIMUMS NA. LNAV/VNAV HAT 281 ALL CATS. LNAV HAT 321 ALL CATS.

FDC 8/8395 MOT FI/T MINOT INTL, MINOT, ND. RNAV (GPS) RWY 13, AMDT 1...LNAV/VNAV DA 2181/HAT 479 ALL CATS. VIS 1 3/4 ALL CATS.

MOHALL

Mohall Muni

FDC 7/4725 HBC FI/T MOHALL MUNI, MOHALL, ND. VOR/DME RWY 31 AMDT 2C...S-31 MINIMUMS NA.

TIOGA

Tioga Muni

FDC 7/8297 D60 FI/T TIOGA MUNI, TIOGA, ND. GPS RWY 30, ORIG...PROCEDURE NA.

OHIO

AKRON

Akron Fulton Intl

FDC 7/6241 AKR FI/T AKRON FULTON INTL, AKRON, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 25: PROCEDURE NA. NOTE: RWY 7, NUMEROUS TREES, POLES, ROADS AND TERRAIN POINTS BEGINNING 45 FT FROM DER, BOTH SIDES OF CENTERLINE, UP TO 120 FT AGL/1189 FT MSL.

FDC 7/6240 AKR FI/T AKRON FULTON INTL, AKRON, OH. LOC RWY 25, AMDT 13A...NDB OR GPS RWY 25, AMDT 13A...FAF TO MAP 3.6 NM. KNOTS 60/MIN:SEC 3:36; KNOTS 90/MIN:SEC 2:24; KNOTS 120/MIN:SEC 1:48; KNOTS 150/MIN:SEC 1:26. VDA 3.09/TCH 50. DME OTS INDEF.

Akron-Canton Rgnl

FDC 8/9453 CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. VOR OR GPS RWY 5 AMDT 2A...S-5: MDA 1640/HAT 438. VDP NA. CIRCLING: CAT A/B/C MDA 1760/HAA 532.

FDC 8/9452 CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. VOR OR GPS RWY 23 AMDT 9A...CIRCLING: CAT A/B/C MDA 1760/HAA 532.

FDC 8/0331 CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. RADAR-1, AMDT 23...S-1 MDA 1720/HAT 512, VIS RVR 5000 ALL CATS. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-1 CATS A/B. CIRCLING CATS A/B/C MDA 1760/HAA 532. S-5 MDA 1640/HAT 438. CIRCLING CATS A/B/C MDA 1760/HAA 532. S-19, S-23 CIRCLING CATS A/B/C MDA 1760/HAA 532.

ALLIANCE

Miller

FDC 7/5395 4G3 FI/T MILLER, ALLIANCE, OH. VOR OR GPS A, AMDT 8B...CIRCLING MDA 1700/HAA 629 ALL CATS. AIRPORT ELEVATION 1071.

BELLEFONTAINE

Bellefontaine Rgnl

FDC 8/5726 EDJ FI/T BELLEFONTAINE REGIONAL, BELLEFONTAINE, OH. RNAV (GPS) RWY 7 ORIG...RNAV (GPS) RWY 25 ORIG...VOR/DME RWY 7 ORIG...VOR/DME RWY 25 ORIG...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JAMES M. COX DAYTON INTL ALTIMETER SETTING.

BLUFFTON

Bluffton

FDC 3/1635 5G7 FI/T BLUFFTON, BLUFFTON, OH. VOR OR GPS RWY 23, AMDT 6A...S-23 MDA 1300/HAT 450 ALL CATS.

BRYAN

Williams County

FDC 7/5884 0G6 FI/T WILLIAMS COUNTY, BRYAN, OH. GPS RWY 7, ORIG...GPS RWY 25, ORIG...PROCEDURE NA.

CADIZ

Harrison County

FDC 7/8085 8G6 FI/T HARRISON COUNTY, CADIZ, OH. GPS RWY 31, ORIG...PROCEDURE NA.

CALDWELL

Noble County

FDC 8/6168 I10 FI/T NOBLE COUNTY, CALDWELL, OH. VOR OR GPS A, AMDT 1...MSA FROM ZANESVILLE (ZZV) VOR/DME 30 NM, 120 - 360 2800, 360 - 120 3400.

CAMBRIDGE

Cambridge Muni

FDC 8/2676 CDI FI/T CAMBRIDGE MUNI, CAMBRIDGE, OH. VOR OR GPS A, AMDT 3A...MSA FROM ZANESVILLE (ZZV) VOR/DME 2700.

CELINA

Lakefield

FDC 8/9557 CQA FI/T LAKEFIELD, CELINA, OH. VOR/DME RNAV OR GPS RWY 26, AMDT 6...NDB OR GPS RWY 8, AMDT 4...PROCEDURE NA.

FDC 8/9556 CQA FI/T LAKEFIELD, CELINA, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 8, NA.

CINCINNATI

Cincinnati Muni Airport Lunken Field

FDC 8/5849 LUK FI/P CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. RNAV (GPS) RWY 25, ORIG...CIRCLING CAT A MDA 1300/HAA 817, VIS 1; CAT B VIS 1 1/4. THIS IS RNAV (GPS) RWY 25, ORIG-A.

FDC 8/4611 LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. ILS OR LOC RWY 21L, AMDT 17A...S-ILS 21L DA 749/HAT 274 ALL CATS. VISIBILITY RVR 4000 ALL CATS. DISREGARD NOTE: RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 2600 VIA HEADING 205 AND CVG VORTAC R-109 TO CALIF INT AND HOLD.

FDC 8/2461 LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. ILS OR LOC RWY 21L, AMDT 17A...KEELY OM MINIMUMS: S-LOC 21L MDA 1340/HAT 865 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING CAT A MDA 1340/HAA 857. TEMPORARY CRANE 1078 MSL, 3.7 NM N OF RWY 21L.

FDC 8/2460 LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. NDB OR GPS RWY 21L, AMDT 15...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 2600 VIA HEADING 205 AND CVG VORTAC R-109 TO CALIF INT AND HOLD.

FDC 8/0918 LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. NDB OR GPS RWY 21L, AMDT 15...KEELY OM MINIMUMS: S-21L MDA 1380/HAT 905 ALL CATS. VISIBILITY CAT C 2 1/4, CAT D 2 3/4. CIRCLING MDA 1380/HAA 817 ALL CATS. VISIBILITY CAT A 1 1/4, CAT C 2 3/4, CAT D 3. TEMORARY CRANE 1078 MSL 3.7 NM N OF RWY 21L.

Cincinnati-Blue Ash

FDC 5/4723 ISZ FI/T CINCINNATI-BLUE ASH, CINCINNATI, OH TAKE-OFF MINIMUMS AND (OBSTACLES) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 06, 300-2 1/4, OR STANDARD WITH MINIMUM CLIMB OF 226 FEET PER NM TO 1330. NOTE: RWY 6, TEMP CRANE 1745 FEET FROM DEPARTURE END RWY, 6 FEET LEFT OF CENTERLINE, 80 FEET AGL/ 911 FEET MSL. TOWER 1.8 NM FROM DEPARTURE END RWY, 3192 FEET LEFT OF CENTERLINE 269 FEET AGL/1142 FEET MSL. MULTIPLE TREES BEGINNING 534 FEET FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 62 FEET AGL/931 FEET MSL.

CLEVELAND

Burke Lakefront

FDC 8/9806 BKL FI/T BURKE LAKEFRONT, CLEVELAND, OH. ILS OR LOC RWY 24R, ORIG-D...DME REQUIRED. MSA FROM CHARDON (CXR) VOR/DME 360-360 3100.

FDC 8/3935 BKL FI/T BURKE LAKEFRONT, CLEVELAND, OH. NDB OR GPS RWY 24R, AMDT 1A...PROCEDURE NA.

Cleveland-Hopkins Intl

FDC 8/8326 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 24L, AMDT 1...LDA/DME RWY 24L, ORIG...PROCEDURE NA.

FDC 8/2347 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 6R, AMDT 2...LPV ALL CATS VIS RVR 6000. LNAV/VNAV ALL CATS VIS 1 1/2. LNAV CATS A/B VIS RVR 5000, CAT C RVR 6000, CAT D 1 1/2. INOPERATIVE MALSR NOTE NA.

FDC 8/2328 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6R, AMDT 20...S-ILS 6R ALL CATS VIS RVR 4000. S-LOC 6R CATS A/B/C VIS RVR 5000, CAT D RVR 6000.

FDC 8/1001 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. LDA PRM RWY 6R, ORIG-B...PROCEDURE NA.

FDC 8/0724 CLE FI/P CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 6R, AMDT 2. CORRECT PILOT BRIEFING INFORMATION: CHANGE RWY 6R LDG TO 8029 VICE 9955.

FDC 8/0713 CLE FI/P CLEVELAND-HOPKINS INTL, CLEVELAND, OH. LDA PRM RWY 6R (SIMULTANEOUS CLOSE PARALLEL), ORIG-B. CORRECT PILOT BRIEFING INFORMATION: CHANGE RWY 6R LDG TO 8029 VICE 9955.

FDC 8/0709 CLE FI/P CLEVELAND-HOPKINS INTL, CLEVELAND, OH. LDA/DME RWY 6R, AMDT 1. CORRECT PILOT BRIEFING INFORMATION: CHANGE RWY 6R LDG TO 8029 VICE 9955.

FDC 8/0708 CLE FI/P CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6R, AMDT 20. CORRECT PILOT BRIEFING INFORMATION: CHANGE RWY 6R LDG TO 8029 VICE 9955.

FDC 8/0706 CLE FI/P CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6L, AMDT 2. CORRECT PILOT BRIEFING INFORMATION: CHANGE RWY 6R LDG TO 8029 VICE 9955.

FDC 8/0458 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 24L, AMDT 2...LPV MINIMUMS NA.

FDC 8/0456 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. LDA/DME RWY 24L, ORIG...PROCEDURE NA.

Cuyahoga County

FDC 8/9804 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. LOC BC RWY 6, AMDT 10C...DME REQUIRED. MSA FROM CHARDON (CXR) VOR/DME 360-360 3100.

FDC 8/9803 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 24, AMDT 13B...MSA FROM CHARDON (CXR) VOR/DME 360-360 3100.

FDC 8/4914 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 24, AMDT 13B...S-ILS 24 DA 1192/HAT 313 ALL CATS. VIS 3/4 ALL CATS. S-LOC 24 MDA 1240/HAT 361 ALL CATS. VIS 1 ALL CATS. CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS. S-ILS 24 DA 1248/HAT 369 ALL CATS. VIS 3/4 ALL CATS. S-LOC 24 MDA 1300/HAT 421 ALL CATS. VIS 1 ALL CATS. MISSED APPROACH: CLIMB TO 1600, THEN CLIMBING LEFT TURN TO 3100 VIA THE CXR R-286 TO CXR VOR/DME AND HOLD.

FDC 8/2802 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. LOC BC RWY 6, AMDT 10C...MISSED APPROACH: CLIMBING RIGHT TURN TO 3100 DIRECT CXR VOR/DME AND HOLD.

FDC 8/2756 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. NDB OR GPS RWY 24 AMDT 8C...S-24: MDA 1360/HAT 481 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS: S-24: MDA 1420/HAT 541 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4. MISSED APPROACH: CLIMBING LEFT TURN TO 3100 DIRECT CXR VOR/DME AND HOLD.

FDC 7/6159 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. NDB OR GPS RWY 24, AMDT 8C...NDB PORTION NA.

COLUMBUS

Bolton Field

FDC 8/6539 TZR FI/T BOLTON FIELD, COLUMBUS, OH. ILS OR LOC RWY 4, AMDT 4B...NDB OR GPS RWY 4, AMDT 6B...MISSED APPROACH: CLIMB TO 2700 THEN CLIMBING RIGHT TURN TO 2800 DIRECT BU LOM AND HOLD.

FDC 7/1218 TZR FI/T BOLTON FIELD, COLUMUS, OH. NDB OR GPS RWY 4 AMDT 6B...ILS OR LOC RWY 4 AMDT 4B...ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORT COLUMBUS INTL ALTIMETER SETTING AND INCREASE ALL DA/MDA S 60 FEET.

Port Columbus Intl

FDC 7/9173 CMH FI/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS OR LOC RWY 28R, AMDT 3...S-ILS 28R GS UNUSABLE FOR COUPLED APPROACHES BELOW 1782 FEET MSL.

Rickenbacker Intl

FDC 5/7615 LCK FI/T RICKENBACKER INTL, COLUMBUS, OH. TACAN RWY 5L, AMDT 2...TERMINAL ROUTE APPLETON (APE) VORTAC TO MANDA/LCK 14 DME MINIMUM ALTITUDE 5000. MINIMUM ALTITUDE AT MANDA/LCK 14 DME, 5000. MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 5000 VIA LCK R-138 TO MANDA AND HOLD. MSA LCK TACAN 3100.

COSHOCTON

Richard Downing

FDC 7/5197 I40 FI/T RICHARD DOWNING, COSHOCTON, OH. GPS RWY 22, ORIG...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE ZANESVILLE ALTIMETER SETTING. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE ZANESVILLE ALTIMETER SETTING.

DAYTON

James M Cox Dayton Intl

FDC 8/8342 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6R, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 442 FEET PER NM TO 1300. NOTE: RWY 6, T-L TOWER 515 FEET FROM DER 590 FEET RIGHT OF CENTERLINE 1023 FEET MSL /58 FEET AGL.

FDC 8/8341 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 24L, AMDT 8C...S-LOC 24L MDA 1420/ HAT 413 ALL CATS. VIS CAT C RVR 4000.

FDC 8/6979 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 24R, AMDT 7A...S-ILS 24R DA 1286/HAT 289 ALL CATS. S-LOC 24R MDA 1500/HAT 503 ALL CATS, VIS CAT C/D RVR 5000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. FOR INOPERATIVE MALSR, INCREASE S-ILS VIS ALL CATS RVR 5000. ALTERNATE MINIMUMS: ILS CATEGORY ALL CATS 700-2 . TEMPORARY CRANE 1310 MSL 5434 FEET SW OF RWY 24R.

FDC 8/2463 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS RWY 6L (CAT II), AMDT 8A...ILS RWY 6L (CAT III), AMDT 8A...PROCEDURE NA.

FDC 8/1535 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 6L, AMDT 8A...S-ILS 6L DA 1264/HAT 266 ALL CATS. S-LOC 6L MDA 1480/HAT 482 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1/3/4. FOR INOPERATIVE ALSF, INCREASE S-ILS VIS ALL CATS RVR 5000. ALTERNATE MINIMUMS: ILS CATEGORY ALL CATS 700-2. TEMPORARY CRANE 1310 MSL 1 NM NE OF RWY 6L.

FDC 8/1348 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 6R, ORIG...LNAV/VNAV DA 1492/HAT 483 ALL CATS, VIS 1 3/4 ALL CATS. LNAV MDA 1620/HAT 611 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANE 1310 MSL 3416 FEET NW OF RWY 6R.

FDC 8/1346 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 18, ORIG...LNAV/VNAV DA 1410/HAT 415 ALL CATS, VIS RVR 5000 ALL CATS. LNAV MDA 1520/HAT 525 ALL CATS, VIS CAT C RVR 5000, VIS CAT D RVR 6000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW18. TEMPORARY CRANE 1310 MSL 1.2 NM SW OF RWY 18.

FDC 8/1345 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 36, ORIG...LNAV/VNAV DA 1449/HAT 441 ALL CATS. LNAV MDA 1620/HAT 612 ALL CATS, VIS CAT C 1 3/4, CAT D 2. VDP 1.8 NM TO RW36. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANE 1310 MSL 4560 FEET NW OF RWY 36.

FDC 8/1340 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 6L, ORIG-A...LNAV MDA 1520/HAT 522 ALL CATS. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW 6L. TEMPORARY CRANE 1310 MSL 1 NM NE OF RWY 6L.

FDC 8/1338 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 24R, ORIG...LNAV/VNAV DA 1415/HAT 418, VIS RVR 5000 ALL CATS. LNAV MDA 1540/HAT 543 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RWY 24R. TEMPORARY CRANE 1310 MSL 5434 FEET SW OF RWY 24R.

FDC 8/1337 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 24L, ORIG...LNAV MDA 1520/HAT 513 ALL CATS, VIS CAT C RVR 5000, VIS CAT D RVR 6000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW24L. TEMPORARY CRANE 1310 MSL 1.1 NM W OF RWY 24L.

FDC 8/1332 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. NDB RWY 6R, AMDT 8...S-6R MDA 1660/HAT 651 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANE 1310 MSL 3416 FEET NW OF RWY 6R.

FDC 7/7814 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RADAR-1 AMDT 9...PROCEDURE NA.

FDC 4/9870 DAY FI/T JAMES M. COX DAYTON INTL, DAYTON, OHIO. RNAV (GPS) RWY 6L, ORIG-A. RNAV (GPS) RWY 6R, ORIG. RNAV (GPS) RWY 18, ORIG. RNAV (GPS) RWY 24L, ORIG. RNAV (GPS) RWY 24R, ORIG. RNAV (GPS) RWY 36, ORIG. ALTERNATE MINIMUMS STANDARD.

ELYRIA

Elyria

FDC 5/0996 1G1 FI/T ELYRIA, ELYRIA, OH. VOR OR GPS A, AMDT 7A...CIRCLING MDA 1300/HAA 542 ALL CATS. CHART FIELD ELEVATION 758 FT.

FINDLAY

Findlay

FDC 7/5245 FDY FI/T FINDLAY, FINDLAY, OH. VOR RWY 36, AMDT 6...S-36 MDA 1600/HAT 792 ALL CATS. PEGGE FIX MINIMUMS S-36 MDA 1200/HAT 392 ALL CATS.

FDC 7/5244 FDY FI/T FINDLAY, FINDLAY, OH. RNAV (GPS) RWY 25, AMDT 1...LNAV/VNAV DA 1470/HAT 658 ALL CATS. TOWER 980 MSL 2338 FEET NE OF RWY 25.

HILLSBORO

Highland County

FDC 8/2884 HOC FI/T HIGHLAND COUNTY, HILLSBORO, OH. VOR/DME OR GPS A, AMDT 1B...VOR/DME PORTION NA.

FDC 6/9051 HOC FI/T HIGHLAND COUNTY, HILLSBORO, OH. NDB OR GPS RWY 23, AMDT 4...TERMINAL ROUTE YORK (YRK) VORTAC TO HILLSBORO (HOC) NDB MINIMUM ALTITUDE 3300.

LANCASTER

Fairfield County

FDC 8/1775 LHQ FI/T FAIRFIELD COUNTY, LANCASTER, OH. VOR OR GPS A, AMDT 10...VOR PORTION NA.

MEDINA

Medina Muni

FDC 6/3087 1G5 FI/T MEDINA MUNICIPAL, MEDINA, OH. VOR RWY 27, AMDT 2A...S-27 MDA 1760/HAT 577 ALL CATS.

MOUNT VERNON

Knox County

FDC 6/3976 4I3 FI/T KNOX COUNTY, MOUNT VERNON, OH. VOR/DME RNAV OR GPS RWY 10, AMDT 2A...VOR/DME RNAV OR GPS RWY 28, AMDT 2B...VOR/DME RNAV PORTION NA.

FDC 6/3965 4I3 FI/T KNOX COUNTY, MOUNT VERNON, OH. VOR OR GPS A, AMDT 7A...VOR PORTION NA.

NAPOLEON

Henry County

FDC 6/0954 7W5 FI/T HENRY COUNTY, NAPOLEON, OH. VOR OR GPS RWY 28, AMDT 3A. GPS PORTION NA.

NEW PHILADELPHIA

Harry Clever Field

FDC 6/0989 PHD FI/T HARRY CLEVER FIELD, NEW PHILADELPHIA, OH. VOR/DME OR GPS B, AMDT 2B. VOR/DME PORTION NA.

NEWARK

Newark-Heath

FDC 8/2087 VTA FI/T NEWARK-HEATH, NEWARK, OH. NDB OR GPS RWY 9 AMDT 6A...NDB PORTION NA.

FDC 4/0595 VTA FI/T NEWARK-HEATH, NEWARK, OH. VOR OR GPS-A, AMDT 12A...DME MINIMUMS: CIRCLING CAT D MDA 1560/HAA 676.

PAINESVILLE

Concord Airpark

FDC 7/2677 2G1 FI/T CONCORD AIRPARK, PAINESVILLE, OH. VOR OR GPS A, ORIG-A...VOR PORTION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, LNN VOR/DME OTS.

SPRINGFIELD

Springfield-Beckley Muni

FDC 8/2966 SGH FI/T SPRINGFIELD-BECKLEY MUNI, SPRINGFIELD, OH. ILS OR LOC RWY 24, AMDT 1...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. AS DIRECTED BY FLIGHT CHECK.

STEUBENVILLE

Jefferson County Airpark

FDC 6/0346 2G2 FI/T JEFFERSON COUNTY AIRPARK, STEUBENVILLE, OH. GPS RWY 14, ORIG...PROCEDURE NA.

FDC 4/9026 2G2 FI/T JEFFERSON COUNTY AIRPARK, STUBENVILLE, OH. GPS RWY 32, ORIG. MISSED APPROACH: CLIMB TO 2500, THEN CLIMBING LEFT TURN TO 3100 DIRECT WISKE WP AND HOLD.

TIFFIN

Seneca County

FDC 8/8654 16G FI/T SENECA COUNTY, TIFFIN, OH. GPS RWY 24, ORIG-A...S-24 MDA 1300/HAT 515 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B MDA 1300/HAA 513. FINDLAY ALTIMETER SETTING MINIMUMS: S-24 MDA 1360/HAT 575 ALL CATS. CIRCLING CATS A/B MDA 1360/HAA 573. TDZE 785.

FDC 6/8735 16G FI/T SENECA COUNTY, TIFFIN, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 6, BUILDING 187 FT FROM DEPARTURE END OF RWY, 305 FT RIGHT OF CENTERLINE, 25 FT AGL/807 FT MSL.

TOLEDO

Metcalf Field

FDC 7/8560 TDZ FI/P METCALF FIELD, TOLEDO, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2...TAKE-OFF MINIMUS: NOTE: RWY 14, TREE 789 FEET FROM DEPARTURE END OF RUNWAY, 249 FEET LEFT OF CENTERLINE, 61 FEET AGL/685 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2A.

Toledo Express

FDC 8/8805 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 7, AMDT 1...LNAV/VNAV DA 1129/HAT 446 ALL CATS. LNAV MDA 1140/HAT 457 ALL CATS. VIS CAT C 4000.

FDC 8/8804 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RADAR-1, AMDT 19...ASR RWY 7: MDA 1140/HAT 457 ALL CATS. VIS CAT C 4000.

FDC 7/5747 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. HI ILS RWY 7, AMDT 7...CIRCLING: MDA 1400/HAA 716 CAT E. TCH 58.

FDC 7/3186 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 25 AMDT 1...LNAV/VNAV: DA 1063/HAT 385 ALL CATS. VIS 1 ALL CATS.

FDC 7/3084 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. ILS OR LOC RWY 7, AMDT 27A...TCH 58.

VAN WERT

Van Wert County

FDC 8/6255 VNW FI/T VAN WERT COUNTY, VAN WERT, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 9, 300-1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 306 FEET PER NM TO 1100. ALL OTHER DATA REMAINS AS PUBLISHED.

VERSAILLES

Darke County

FDC 5/1795 VES FI/T DARKE COUNTY, VERSAILLES, OHIO. NDB OR GPS RWY 27, ORIG...NDB PORTION NA.

WAPAKONETA

Neil Armstrong

FDC 7/3587 AXV FI/T NEIL ARMSTRONG, WAPAKONETA, OH. LOC RWY 26, AMDT 3D...PROCEDURE NA.

WAVERLY

Pike County

FDC 8/5301 EOP FI/T PIKE COUNTY, WAVERLY, OH. GPS RWY 7, ORIG-B...MDA 1440/HAT 780 ALL CATS. VISIBILITY CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2.

WILLOUGHBY

Willoughby Lost Nation Muni

FDC 8/0690 LNN FI/T WILLOUGHBY LOST NATION MUNI, WILLOUGHBY, OH. RNAV (GPS) RWY 10, ORIG...MISSED APPROACH: CLIMB TO 2900 DIRECT PADIY AND VIA 150.87 TRACK TO CXR VOR/DME AND HOLD.

WILMINGTON

Airborne Airpark

FDC 8/2887 ILN FI/T AIRBORNE AIRPARK, WILMINGTON, OH. ILS RWY 22L, ORIG-A...ILS RWY 22L (CAT II), ORIG-A...MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 4000 VIA CVG R-059 TO MOAKS INT AND HOLD NORTHEAST, RIGHT TURNS 238.59 INBOUND.

FDC 8/2886 ILN FI/T AIRBORNE AIRPARK, WILMINGTON, OH. VOR OR GPS RWY 4L, AMDT 5D...VOR PORTION NA.

Clinton Field

FDC 8/2885 I66 FI/T CLINTON FIELD, WILMINGTON, OH. VOR A, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MXQ VOR/DME OTS.

YOUNGSTOWN/WARREN

Youngstown-Warren Rgnl

FDC 8/2668 YNG FI/T YOUNGSTOWN/WARREN RGNL, YOUNGSTOWN/WARREN, OH. ILS OR LOC RWY 32, AMDT 26...ADD NOTE: S-ILS 32 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

OKLAHOMA

ALTUS

Altus/Quartz Mountain Rgnl

FDC 8/4586 AXS FI/T ALTUS/QUARTZ MOUNTAIN RGNL, ALTUS, OK. GPS RWY 17, AMDT 1B...CHANGE NOTE: WHEN LOCAL ALTITMETER SETTING NOT RECEIVED, USE HOBART ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET. INCREASE S-17 CAT C VISIBILITY 1/4 MILE.

FDC 8/4585 AXS FI/T ALTUS/QUARTZ MOUNTAIN RGNL, ALTUS, OK. VOR OR GPS B AMDT, ORIG-B...CHANGE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOBART ALTIMETER SETTING AND INCREASE MDA 80 FEET.

ARDMORE

Ardmore Downtown Executive

FDC 8/4769 1F0 FI/T ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 17, 400-3 OR STANDARD WITH A MINIMUM CLIMB OF 344 FEET PER NM TO 1400. NOTE: RWY 17, TEMPORARY CRANE 2.21 NM FROM DEPARTURE END OF RUNWAY, 5265 FEET LEFT OF CENTERLINE, 284 FEET AGL/1186 MSL.

FDC 8/4768 1F0 FI/T ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. GPS RWY 17, ORIG...S-17 MDA 1460/HAT 621 ALL CATS. CIRCLING MDA 1460/HAA 616 CATS A/B/C. TEMP CRANE 2.2 NM PRIOR TO RWY 17 THLD, 5265 FEET RIGHT OF CENTERLINE, 284 FEET AGL/1186 FEET MSL.

FDC 8/3502 1F0 FI/T ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. VOR A, AMDT 13A...PROCEDURE NA.

BARTLESVILLE

Bartlesville Muni

FDC 8/1363 BVO FI/T BARTLESVILLE MUNI, BARTLESVILLE, OK. LOC RWY 17, AMDT 3...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DEWIE LOM OTS.

DUNCAN

Halliburton Field

FDC 8/4912 DUC FI/T HALLIBURTON FIELD, DUNCAN, OK. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...VOR RWY 35, AMDT 11...DISREGARD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

ELK CITY

Elk City Rgnl Business

FDC 8/8597 ELK FI/T ELK CITY RGNL BUSINESS, ELK CITY, OK. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...CIRCLING CATS A/B/C MDA 2700/HAA 698, VIS CAT 2 TEMPORARY TOWER 2208 MSL 6.9 NM SW OF AIRPORT.

ENID

Enid Woodring Rgnl

FDC 6/7904 WDG FI/T ENID WOODRING REGIONAL, ENID, OK. GPS RWY 17, ORIG-A...PROCEDURE NA.

GUTHRIE

Guthrie-Edmond Rgnl

FDC 8/1269 GOK FI/T GUTHRIE-EDMOND RGNL, GUTHRIE, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 11, 29 NA. NOTE: RWY 16, MULTIPLE TREES BEGINNING 54 FEET FROM DEPARTURE END OF RWY, 287 FEET RIGHT OF CENTERLINE, UP TO 37 FEET AGL/1087 FEET MSL. DEPARTURE PROCEDURE: RWY 11 NA. REST OF DEPARTURE REMAINS UNCHANGED.

NORMAN

University Of Oklahoma Westheimer

FDC 8/7903 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 17, ORIG...LPV MINIMUMS NA.

FDC 8/3505 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 3, ORIG...CIRCLING MDA 1800/HAA 618 ALL CATS, VIS CAT C 1 3/4. TEMP CRANE 1434 MSL 1.10 NM NW OF RWY 3.

FDC 8/3504 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV MDA 1625/HAT 443 ALL CATS, VIS 1 ALL CATS. CIRCLING MDA 1800/HAA 618 ALL CATS, VIS CAT C 1 3/4 TEMP CRANE 1434 MSL 5195 FEET WEST OF RWY 17.

FDC 8/3501 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. ILS OR LOC RWY 17, ORIG-A...CIRCLING MDA 1800/HAA 618 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS OR LOC RWY 17 ILS, CATEGORY D 700-2. TEMP CRANE 1434 MSL/250 AGL 1.19 NM NW OF AIRPORT.

FDC 8/0922 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. LOC RWY 3, AMDT 3F...CIRCLING MDA 1800/HAA 618 ALL CATS. VIS CAT C 1 3/4. TEMP CRANE 1434 MSL/250AGL 1.10 NM NW OF RWY 3.

OKLAHOMA CITY

Sundance Airpark

FDC 8/3166 HSD FI/T SUNDANCE AIRPARK, OKLAHOMA CITY, OK. LOC RWY 17, ORIG-C...S-17 MDA 1560/ HAT 382 ALL CATS. CIRCLING CATS B/C MDA 1800/ HAA 607. VIS CAT C 1 3/4. TEMPORARY RIG 1250 MSL/ 154 AGL 4364 NORTH OF APPROACH END RWY 17.

Wiley Post

FDC 8/5642 PWA FI/T WILEY POST, OKLAHOMA CITY, OK. VOR RWY 17L, AMDT 11A...MDA 1700/HAT 410 ALL CATS. VIS CAT C 3/4 TEMP RIG 1394 MSL 2050 FEET NE OF RWY 17L.

FDC 8/3516 PWA FI/T WILEY POST, OKLAHOMA CITY, OK. RADAR-1, AMDT 2...MISSED APPROACH: CLIMBING LEFT TURN TO 3300 DIRECT IFI VORTAC.

FDC 8/1087 PWA FI/T WILEY POST, OKLAHOMA CITY, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13, 200 - 1 OR TAKE-OFF NA. TEMP CRANE 1453 MSL 2418 FEET FROM DER 574 FEET RIGHT OF CENTERLINE.

Will Rogers World

FDC 8/9373 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 13, AMDT 1...LNAV/VNAV DA 1792/HAT 513 ALL CATS, VISIBILITY 1 3/4 ALL CATS. LNAV MDA 1760/HAT 481 ALL CATS. CIRCLING MDA CATS A/B/C 1800/HAA 505. VDP 1.35 NM TO RW13. TEMPORARY DRILLING RIG 1443 MSL 1.1 NM NW OF RWY 13.

FDC 8/9372 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 1...ILS OR LOC RWY 17R, AMDT 10A...RNAV (GPS) RWY 17R, AMDT 2...VOR RWY 17L, AMDT 2...ILS OR LOC/DME RWY 35L, ORIG-A...RNAV (GPS) RWY 35L, AMDT 2...ILS RWY 35R, AMDT 8E...RNAV (GPS) Y RWY 35R, ORIG-B...RNAV (GPS) RWY 31, ORIG...CIRCLING MDA CATS A/B/C 1800/HAA 505. 1443 MSL TEMPORARY DRILLING RIG 2.11 NW OF AIRPORT.

FDC 8/8777 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 17R, AMDT 2...LNAV/VNAV DA 1687/HAT 405 ALL CATS. VIS RVR 4000 ALL CATS. TEMPORARY RIG 1387 MSL 1.09 NM NE OF AIRPORT.

FDC 8/6360 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR RWY 17L, AMDT 2...S-17L: LANBY FIX MINIMUMS: MDA 1740/HAT 458 ALL CATS, CAT C CIRCLIING MDA 1800, CAT C RVR 4000, CAT D VIS 1 1/2. TEMPORARY CRANE 1437 MSL 1.86 NM NW OF RWY 17L.

FDC 8/6359 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ASR RWY 17L, AMDT 20A...S-17L MDA 1740/HAT 454 ALL CATS. TEMPORARY CRANE 1437 MSL 1.86 NM NW OF RWY 17L.

FDC 8/6358 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17R, AMDT 10A...S-LOC 17R: MDA 1740/HAT 458 ALL CATS. CAT C CIRCLING MDA 1800, CAT C RVR 4000, CAT D/E RVR 5000. VDP 3.09 DME. TEMPORARY CRANE 1437 MSL 1.63 NM NORTH OF RWY 17R.

FDC 8/6357 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ASR RWY 17R, AMDT 20A...S-17R: MDA 1740/HAT 458 ALL CATS. TEMPORARY CRANE 1437 MSL 1.63 NM NORTH OF RWY 17R.

FDC 8/4907 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) Z RWY 17L, AMDT 1...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA.

FDC 8/1004 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 35L, AMDT 2...LNAV MDA 1620/ HAT 343 ALL CATS. VDP AT 0.93 NM TO RW35L.

PRAGUE

Prague Muni

FDC 8/9913 O47 FI/T PRAGUE MUNI, PRAGUE, OK. NDB RWY 17, AMDT 1A...GPS RWY 17, ORIG...PROCEDURE NA.

PRYOR

Mid-America Industrial

FDC 8/3503 H71 FI/T MID-AMERICA INDUSTRIAL, PRYOR, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 36, CRANE 2819 FEET FROM DER, 17 FEET RIGHT OF CENTERLINE, 130 FEET AGL/750 FEET MSL.

SAND SPRINGS

William R. Pogue Muni

FDC 8/1680 OWP FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. VOR OR GPS A, AMDT 2...PLANVIEW NOTE: FROM TULSA (TUL) VORTAC TO OCUXU INT: FLIGHT CHECK VALUE R-270 DEGREES.

FDC 4/9325 0F8 FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2D...GPS RWY 35, ORIG-B...ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULSA INTL ALTIMETER SETTING AND INCREASE ALL MDA S 60 FEET.

TULSA

Richard Lloyd Jones Jr

FDC 7/0932 RVS FI/T RICHARD LLOYD JONES JR, TULSA, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 293 FT PER NM TO 1100. NOTE: RWY 31 POWER LINE BEGINNING 2724 FEET FROM DER, 19 FEET RIGHT OF CENTERLINE TO 1346 LEFT OF CENTERLINE, UP TO 113 FEET AGL/792 FEET MSL. TANK 1.4 NM FROM DER 1768 FEET LEFT OF CENTERLINE, 88 FEET AGL/918 FEET MSL. TOWER 1.4 NM FROM DER 124 FEET RIGHT OF CENTERLINE 64 FEET AGL/894 FEET MSL. ALL OTHER DATA REMAINS THE SAME.

Tulsa Intl

FDC 8/9322 TUL FI/T TULSA INTL, TULSA, OK. VOR OR TACAN RWY 26, AMDT 23...S-26 MDA 1400/ HAT 749 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT E 2 3/4. CIRCLING MDA 1400/ HAA 723 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT E 2 3/4. ALTERNATE MINIMUMS: CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4. HUKDO FIX MINIMUMS NA.

FDC 8/9321 TUL FI/T TULSA INTL, TULSA, OK. VOR/DME OR TACAN RWY 8, AMDT 3C...S-8 MDA 1420/ HAT 749 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT E 2 3/4. CIRCLING MDA 1420/ HAA 743 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT E 2 3/4. ALTERNATE MINIMUMS: CAT C 800-2 1/4, CAT D 800-2 1/2, CAT E 800-2 3/4.

FDC 8/8675 TUL FI/T TULSA INTL, TULSA, OK. RNAV (GPS) RWY 18R, ORIG...LNAV/VNAV DA 977/HAT 310 VIS 1 1/4 ALL CATS. TOWER 785 MSL 2791 FEET SW OF RWY 18R.

FDC 8/7877 TUL FI/P TULSA INTL, TULSA, OK. RNAV (GPS) RWY 8, ORIG...LNAV/VNAV DA 1061/HAT 390 ALL CATS. CIRCLING CAT A/B VIS 1. MISSED APPROACH: CLIMB TO 3500 DIRECT JESON AND HOLD. DELETE NOTE: GPS OR RNP -0.3 REQUIRED. THIS IS RNAV (GPS) RWY 8, ORIG-A.

FDC 8/3337 TUL FI/T TULSA INTL, TULSA, OK. ILS OR LOC RWY 18L, AMDT 15...S-ILS 18L DA 1000/HAT 359 ALL CATS. VIS RVR 5000 ALL CATS. DELETE INOPERATIVE MALSR NOTE. FOR INOPERATIVE MALSR, INCREASE S-LOC 18L CAT E VISIBILITY TO 1 1/2 MILE AND, INCREASE S-ILS 18L TO VIS 1 1/2 ALL CATS.

OREGON

AURORA

Aurora State

FDC 8/7664 UAO FI/P AURORA STATE, AURORA, OR. RNAV (GPS) RWY 35, ORIG...LNAV MDA 620/HAT 421 ALL CATS. VISIBILITY CAT C 1 1/4. DELETE NOTE: BARO-VNAV NA BELOW -15C (5F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F). CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MCMINNVILLE MUNI ALTIMETER SETTING AND INCREASE ALL DA 42 FEET AND MDA 60 FEET; INCREASE LPV, LNAV/VNAV VISIBILITIES 1/4 MILE ALL CATS, INCREASE LNAV CAT D VISIBILITY TO 1 1/2. CHART NOTE: BARO-VNAV NA WHEN USING MCMINNVILLE MUNI ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 35, ORIG-A.

BAKER CITY

Baker City Muni

FDC 8/1335 BKE FI/T BAKER CITY MUNI, BAKER CITY, OR. VOR/DME RWY 13, AMDT 11A...S-13: MDA 4000/HAT 630 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 4000/HAA 627 CAT A/B/C. MDA 4020/HAA 647 CAT D. VIS CAT C 1 3/4.

KLAMATH FALLS

Klamath Falls

FDC 8/6830 LMT FI/T KLAMATH FALLS, KLAMATH FALLS, OR. ILS OR LOC RWY 32, AMDT 19D...ADD NOTE: S-ILS 32 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

FDC 5/1057 LMT FI/T KLAMATH FALLS (KINGSLEY FIELD), KLAMATH FALLS, OR. HI-ILS/DME 2 RWY 32...TERMINAL ROUTE FROM YANEX/LMT 20 DME TO LMT R-120/20 DME MINIMUM ALTITUDE 13000. TERMINAL ROUTE FROM LMT R-120/20 DME TO LMT R-142/20 DME MINIMUM ALTITUDE 13000.

FDC 1/1967 LMT FI/T KLAMATH FALLS INTL, KLAMATH FALLS, OR. VOR/DME OR TACAN RWY 32, AMDT 4...TERMINAL ROUTE: FROM KLAMATH (LMT) VORTAC TO KLAMATH FALLS (LMT) VORTAC R-148/6.00 MINIMUM ALT 9000. FROM KLAMATH FALLS (LMT) VORTAC R-164 17.00 DME ARC (IAF) CCW TO KLAMATH FALLS (LMT) VORTAC R-148 (NOPT) MINIMUM ALTITUDE 8700.

MEDFORD

Rogue Valley Intl - Medford

FDC 6/9159 MFR FI/T MEDFORD/ROGUE VALLEY INTL-MEDFORD, MEDFORD, OR. ILS Z RWY 14, AMDT 1 (SPECIAL)...MISSED APPROACH: CLIMB TO 3100 THEN CLIMBING RIGHT TURN TO 6400 VIA HEADING 340 AND OED R-160 TO OED VORTAC AND HOLD, OR WHEN DIRECTED BY ATC, CLIMB TO 3100 THEN CLIMBING RIGHT TURN TO 5300 VIA 350 HEADING TO INTERCEPT I-MFR NW COURSE TO AMASE/I-MFR 12.67 DME AND HOLD. (HOLD NW, RT, 140 INBOUND), CONTINUE CLIMB-IN-HOLD TO 6400.

FDC 5/5575 MFR FI/T ROGUE VALLEY INTL-MEDFORD, MEDFORD, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE...TAKEOFF MINIMUMS: RWY 27, NA-OBSTACLE. DEPARTURE PROCEDURE: RWY 27, NA-OBSTACLE.

NORTH BEND

Southwest Oregon Rgnl

FDC 8/0514 OTH FI/T NORTH BEND/SOUTHWEST OREGON RGNL, NORTH BEND, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 4A. TAKE-OFF MINIMUMS: NOT AUTHORIZED RWYS 16-34. DEPARTURE PROCEDURE: NOT AUTHORIZED RWYS 16-34.

ONTARIO

Ontario Muni

FDC 8/0297 ONO FI/T ONTARIO MUNI, ONTARIO, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURES RWY 14, NA.

PORTLAND

Portland Intl

FDC 8/7620 PDX FI/T PORTLAND INTL, PORTLAND, OR. ILS OR LOC RWY 10L, AMDT 2A...S-LOC MDA 500/HAT 470 ALL CATS. TEMPORARY CRANE 200 FEET MSL, 6415 FEET WEST OF RWY 10L.

FDC 8/7190 PDX FI/T PORTLAND INTL, PORTLAND, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 3, CONSTRUCTION EQUIPMENT ON LEVEE BEGINNING 468 FEET FROM DEPARTURE END OF RUNWAY, ON CENTERLINE, 23 AGL/69 MSL. RWY 28R, CONSTRUCTION EQUIPMENT ON LEVEE BEGINNING 876 FEET FROM DEPARTURE END OF RUNWAY, 708 FEET RIGHT OF CENTERLINE, 23 AGL/69 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/6260 PDX FI/P PORTLAND INTL, PORTLAND, OR. VOR/DME RWY 21, ORIG-C...S-21: MDA 720/HAT 693 ALL CATS. VIS CAT C 2, CAT D 2 1/4. SOOZN TO RWY 21: 3.42/55. CHART TDZE 27. CHART NOTE: VGSI AND DESCENT ANGLE NOT COINCIDENT. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS VOR/DME RWY 21, ORIG-D.

FDC 8/1570 PDX FI/T PORTLAND INTL, PORTLAND, OR. ILS OR LOC RWY 28L, AMDT 1...AUTOPILOT COUPLED APPROACH NA BELOW 420FT MSL.

FDC 8/1048 PDX FI/T PORTLAND INTL, PORTLAND, OR. VOR/DME RWY 21, ORIG-C...S-21 MDA 860 / HAT 837 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 860 / HAA 830 CATS A/B/C. VIS CAT B 1 1/4, CAT C 2 1/2. TEMPORARY CRANE 1.8 NM FROM RWY 21 THLD, 245 AGL / 541 MSL. ALTERNATE MINIMUMS: CATS A/B 900-2, CAT C 900-2 1/2, CAT D 1000-3.

PACIFIC

PAGO PAGO

Pago Pago Intl

FDC 8/6618 PPG FI/T PAGO PAGO INTL, PAGO PAGO, AMERICAN SAMOA, AQ. VOR/DME OR TACAN A, AMDT 3...TERMINAL ROUTE FROM R-008 TUTUILA (TUT) VOR/DME CCW (IAF) TO R-228 (NOPT) 10 DME ARC NA. CIRCLING CATS A/B MDA 660/HAA 629, CAT C MDA 700/HAA 669.

TINIAN ISLAND

Tinian Intl

FDC 8/4983 TNI FI/P TINIAN INTL, TINIAN ISLAND, N. MARIANA IS., CQ. NDB A, AMDT 1B...CIRCLING HAA 789 ALL CATS. DME MINIMUMS: CIRCLING HAA 669 ALL CATS. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. NA WHEN LOCAL WEATHER NOT AVAILABLE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. CHART AIRPORT ELEVATION 271. THIS IS NDB A, AMDT 1C.

FDC 6/5863 TNI FI/T TINIAN INTL, TINIAN ISLAND, N. MARIANA IS., CQ. RNAV (GPS) RWY 8, ORIG...ALTERNATE MINIMUMS NA EXCEPT CATS A/B/C STANDARD, CAT D 800-2 1/4, FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 6/5862 TNI FI/T TINIAN INTL, TINIAN ISLAND, N. MARIANA IS., CQ. RNAV (GPS) RWY 26, ORIG...ALTERNATE MINIMUS NA EXCEPT CATS A/B/C STANDARD, CAT D 800 - 2 1/4, FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

PENNSYLVANIA

ALLENTOWN

Allentown Queen City Muni

FDC 8/0698 XLL FI/T ALLENTOWN/QUEEN CITY MUNI, ALLENTOWN, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7, STANDARD WITH MINIMUM CLIMB OF 380 FEET PER NM TO 1600.

Lehigh Valley Intl

FDC 8/5754 ABE FI/T LEHIGH VALLEY INTL, ALLENTOWN, PA. RNAV (GPS) RWY 31, AMDT 1...LNAV VIS CATS A/B 1. INOPERATIVE TABLE DOES NOT APPLY.

BEDFORD

Bedford County

FDC 7/2737 HMZ FI/T BEDFORD COUNTY, BEDFORD, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 32, STANDARD WITH A MINIMUM CLIMB OF 380 FEET PER NM TO 3700. ALL OTHER DATA REMAINS AS PUBLISHED.

BUTLER

Butler County/K W Scholter Field

FDC 8/0734 BTP FI/T BUTLER COUNTY/K W SCHOLTER FLD, BUTLER, PA. RNAV (GPS) RWY 8, ORIG-B...HOLDING LEGS AT OTUNY 4 NM.

CLARION

Clarion County

FDC 8/1276 AXQ FI/T CLARION COUNTY, CLARION, PA. RNAV (GPS) RWY 24, AMDT 1...LNAV MDA 2100/HAT 642 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 2100/HAA 642 ALL CATS, VIS CAT C 1 3/4, CAT D 2.

COLLEGEVILLE

Perkiomen Valley

FDC 8/9125 N10 FI/T PERKIOMEN VALLEY, COLLEGEVILLE, PA. RNAV (GPS) RWY 9, AMDT 1...PROCEDURE NA AT NIGHT.

FDC 8/9118 N10 FI/T PERKIOMEN VALLEY, COLLEGEVILLE, PA. RNAV (GPS) RWY 27, ORIG...PROCEDURE NA AT NIGHT.

FDC 8/9117 N10 FI/T PERKIOMEN VALLEY, COLLEGEVILLE, PA. VOR RWY 9, AMDT 5...PROCEDURE NA AT NIGHT.

DOYLESTOWN

Doylestown

FDC 7/4185 DYL FI/T DOYLESTOWN, DOYLESTOWN, PA. VOR RWY 23, AMDT 7...S-23 NA.

ERIE

Erie Intl/Tom Ridge Field

FDC 8/1653 ERI FI/T ERIE INTL, ERIE, PA. ILS OR LOC RWY 24, AMDT 7C...PROCEDURE TURN COMPLETION ALTITUDE 3200. S-LOC 24: MDA 1300/HAT 568 ALL CATS. VIS CAT C 1, CAT D 1 1/4. FOR INOPERATIVE MALSR, INCREASE S-LOC 24 CATS A/B VISIBILITY TO 1. CIRCLING: CAT D MDA 1380/HAA 647.

FDC 8/1630 ERI FI/T ERIE INTL, ERIE, PA. VOR/DME OR GPS RWY 24, AMDT 11B...CAT D CIRCLING MDA 1380/HAA 647.

FDC 8/1613 ERI FI/T ERIE INTL, ERIE, PA. VOR OR GPS RWY 6, AMDT 15C...S-6 MDA 1260/HAT 527 ALL CATS. VIS CAT D RVR 6000. CAT D CIRCLING MDA 1380/HAA 647.

FDC 8/1612 ERI FI/T ERIE INTL, ERIE, PA. NDB RWY 6, ORIG-A...S-6 MDA 1300/HAT 567 ALL CATS. CAT D CIRCLING MDA 1360/HAA 647.

FDC 8/1610 ERI FI/T ERIE INTL, ERIE, PA. ILS OR LOC RWY 6, AMDT 15C...S-ILS 6 DA 1023/HAT 290 ALL CATS. VIS RVR 5000 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 6 ALL CATS. CAT D CIRCLING MDA 1380/HAA 647.

FDC 8/1608 ERI FI/T ERIE INTL, ERIE, PA. NDB RWY 24, AMDT 17B...PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3200. CAT D CIRCLING MDA 1360/HAA 647.

HARRISBURG

Harrisburg Intl

FDC 8/6092 MDT FI/P HARRISBURG INTL, HARRISBURG, PA. ILS RWY 31, AMDT 1...S-ILS 31: DECISION ALT 558/HAT 250, VIS RVR 5000 ALL CATS. S-LOC 31: CATS A/B VIS RVR 5000. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY. THIS IS ILS OR LOC RWY 31, AMDT 1A.

HAZLETON

Hazleton Muni

FDC 8/7634 HZL FI/T HAZLETON MUNI, HAZLETON, PA. VOR RWY 28, AMDT 8D...PROCEDURE NA AT NIGHT.

FDC 8/7633 HZL FI/T HAZLETON MUNI, HAZLETON, PA. VOR RWY 10, AMDT 10D...CIRCLING TO RWY 28 NA AT NIGHT.

FDC 8/7632 HZL FI/T HAZLETON MUNI, HAZLETON, PA. LOC RWY 28, AMDT 5D...PROCEDURE NA AT NIGHT.

HONESDALE

Cherry Ridge

FDC 8/8951 N30 FI/T CHERRY RIDGE, HONESDALE, PA. VOR A, AMDT 5...PROCEDURE NA AT NIGHT.

FDC 7/4732 N30 FI/T CHERRY RIDGE, HONESDALE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS AND TAKEOFF OBSTACLE NOTES NA.

JOHNSTOWN

John Murtha Johnstown-Cambria Co

FDC 8/8509 JST FI/T JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. ILS OR LOC RWY 33, AMDT 5A...S-ILS RWY 33 NA. S-LOC 33: VIS CATS A/B 1, CAT C 2, CAT D 2 1/4. INOPERATIVE TABLE DOES NOT APPLY. WENNI FIX MINIMUMS: S-LOC 33: VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/8508 JST FI/T JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. RNAV (GPS) RWY 33, ORIG-A...PROCEDURE NA.

FDC 7/8873 JST FI/T JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

PHILADELPHIA

Philadelphia Intl

FDC 8/1287 PHL FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (GPS) RWY 35, AMDT 1A...PROCEDURE NA.

PITTSBURGH

Pittsburgh Intl

FDC 8/2032 PIT FI/T PITTSBURGH INTL, PITTSBURGH, PA. ILS RWY 28L (CAT II), AMDT 9...PROCEDURE NA.

FDC 8/0994 PIT FI/T PITTSBURGH INTERNATIONAL, PITTSBURGH, PA. RNAV (RNP) Z RWY 10R, ORIG...PROCEDURE NA.

POTTSVILLE

Schuylkill County /Joe Zerbey/

FDC 8/8547 ZER FI/T SCHUYLKILL COUNTY/JOE ZERBEY, POTTSVILLE, PA. RNAV (GPS) RWY 11, ORIG...PROCEDURE NA.

FDC 8/6177 ZER FI/T SCHUYLKILL COUNTY/JOE ZERBEY, POTTSVILLE, PA. VOR OR GPS RWY 4, AMDT 5A...PROCEDURE NA.

FDC 8/6176 ZER FI/T SCHUYLKILL COUNTY/JOE ZERBEY, POTTSVILLE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 4, 22 NA. ALL OTHER DATA REMAINS AS PUBLISHED.

READING

Reading Rgnl/Carl A Spaatz Field

FDC 8/0767 RDG FI/T READING RGNL/CARL A SPAATZ FLD, READING, PA. ILS RWY 13, ORIG...S-ILS 13 DA 601/HAT 257 VIS 1 MISSED APPROACH: CLIMBING RIGHT TURN TO 3200 VIA HEADING 300 AND LRP R-020 TO OUTLT INT AND HOLD.

SELINSGROVE

Penn Valley

FDC 8/8403 SEG FI/T PENN VALLEY, SELINSGROVE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 17, 35 NA. DEPARTURE PROCEDURE: RWY 17, 35 NA.

FDC 8/8401 SEG FI/T PENN VALLEY, SELINSGROVE, PA. RNAV (GPS) B, ORIG-A...PROCEDURE NA.

FDC 8/0560 SEG FI/T PENN VALLEY, SELINSGROVE, PA. VOR A, AMDT 6A...CIRCLING RWY 17 NA.

SOMERSET

Somerset County

FDC 8/9200 2G9 FI/T SOMERSET COUNTY, SOMERSET, PA. NDB RWY 25, AMDT 6...TERMINAL ROUTE: JST VORTAC TO IZYUR INT NA. TERMINAL ROUTE: IZYUR INT TO SYS NDB NA. PROCEDURE TURN COURSE INBOUND 248.

ST MARYS

St Marys Muni

FDC 7/6273 OYM FI/T ST MARYS MUNI, ST MARYS, PA. RNAV (GPS) RWY 28 AMDT 1...LNAV: MDA CAT A/B VIS 1 MILE.

FDC 6/3116 OYM FI/T ST MARYS MUNI, ST MARYS, PA. RNAV (GPS) RWY 10, AMDT 1...LPV DA NA.

TOWANDA

Bradford County

FDC 8/4599 N27 FI/T BRADFORD COUNTY AIRPORT, TOWANDA, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURES NA.

WARREN

Warren General Hospital

FDC 8/1293 PA97 FI/T WARREN GENERAL HOSPITAL HELIPORT, WARREN, PA. COPTER GPS 315, ORIG...PROCEED VISUALLY NA. AT UFOLO PROCEED VFR.

WASHINGTON

Washington County

FDC 5/1991 AFJ FI/T WASHINGTON COUNTY, WASHINGTON, PA. VOR-B AMDT 7...PROCEDURE NA.

WILKES-BARRE/SCRANTON

Wilkes-Barre/Scranton Intl

FDC 8/4731 AVP FI/T WILKES-BARRE/SCRANTON INTL, WILKES-BARRE/SCRANTON, PA. ILS OR LOC/DME RWY 4, AMDT 35...ILS OR LOC/DME RWY 22, AMDT 5...NDB OR GPS A, AMDT 16...ALTERNATE MINIMUMS NA. 2008/08/25 13:56.

WILLIAMSPORT

Williamsport Rgnl

FDC 8/7406 IPT FI/T WILLIAMSPORT RGNL, WILLIAMSPORT, PA. ILS RWY 27, AMDT 16...GLIDESLOPE ANGLE 3.00 DEGREES/TCH 51 FEET. GLIDESLOPE CHECK ALTITUDE AT PICTURE ROCKS (PIX) NDB/INT 3631 MSL. GLIDESLOPE CHECK ALTITUDE AT SMILE OM 1794 MSL. S-ILS 27 VIS 1 1/4 ALL CATS.

FDC 8/2400 IPT FI/T WILLIAMSPORT RGNL, WILLIAMSPORT, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 15/33 - NA.

FDC 8/0731 IPT FI/T WILLIAMSPORT RGNL, WILLIAMSPORT, PA. ILS RWY 27, AMDT 16...ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FQM VOR OTS MISSED APPROACH: CLIMBING RIGHT TURN TO 2200 VIA HEADING 290, CONTINUE CLIMBING RIGHT TURN TO 3700 DIRECT PIX NDB AND HOLD E, LT, 266 INBOUND. ADF REQUIRED.

YORK

York

FDC 8/1125 THV FI/T YORK, YORK, PA. RNAV (GPS) RWY 17, ORIG...MISSED APPROACH: CLIMB TO 1400, THEN CLIMBING RIGHT TURN TO 3100 DIRECT KOLBY WP AND HOLD.

PUERTO RICO

MAYAGUEZ

Eugenio Maria De Hostos

FDC 8/0055 MAZ FI/T EUGENIO MARIA DE HOSTOS, MAYAGUEZ, PR. VOR OR GPS RWY 9, AMDT 9...VOR PORTION NA.

FDC 6/4548 MAZ FI/T MAYAGUEZEUGENIO MARIA DE HOSTOS, MAYAGUEZ, RQ. VOR OR GPS RWY 9, AMDT 9...MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 5000 DIRECT MAZ VOR/DME AND HOLD.

SAN JUAN

Fernando Luis Ribas Dominicci

FDC 7/9346 SIG FI/T FERNANDO LUIS RIBAS DOMINICCI, SAN JUAN, PR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 400-2. STANDARD MINIMUMS WITH CLIMB GRADIENT NA. TAKEOFF OBSTACLE NOTES: RWY 9, TEMPORARY CRANE 3666 FEET FROM DEPARTURE END OF RWY, 395 FEET LEFT OF CENTERLINE, 390 FEET AGL/399 FEET MSL. TEMPORARY CRANE 6393 FEET FROM DEPARTURE END OF RWY, 1364 FEET RIGHT OF CENTERLINE, 350 FEET AGL/365 FEET MSL. BUILDING 8855 FEET FROM DEPARTURE END OF RWY, 2022 FEET RIGHT OF CENTERLINE, 266 FEET AGL/275 FEET MSL. ALL OTHER INFORMATION REMAINS AS PUBLISHED.

Luis Munoz Marin Intl

FDC 8/3214 TJSJ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PUERTO RICO, RQ. ILS RWY 8, AMDT 15D...S-ILS-8 VIS 1 ALL CATS. S-LOC-8 VIS CATS A/B 1. NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 360 FEET MSL. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-8 ALL CATS, AND S-LOC-8 CATS A AND B. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

RHODE ISLAND

NORTH KINGSTOWN

Quonset State

FDC 8/9397 OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. NDB RWY 16, AMDT 2.S-16: MDA 580/HAT 561 ALL CATS. CIRCLING: CAT A/B/C MDA 580/HAA 561. PROVIDENCE ALTIMETER SETTING MINIMUMS: S-16: MDA 600/HAT 581 ALL CATS. TEMPORARY CRANE 227 MSL 1.29 NM W OF RWY 16.

FDC 8/9396 OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. VOR A, AMDT 5.CIRCLING: CAT A/B/C MDA 580/HAA 561. PROVIDENCE ALTIMETER SETTING MINIMUMS: CIRCLING: CAT A/B/C MDA 600/HAA 581. TEMPORARY CRANE 227 MSL 1.29 NM W OF RWY 16.

FDC 8/9395 OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. RNAV (GPS) RWY 16, ORIG.LNAV/VNAV: DA 529/HAT 511, VIS 1 1/4 ALL CATS. NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PROVIDENCE ALTIMETER SETTING AND INCREASE LPV DA TO 343 FEET, INCREASE LNAV/VNAV DA TO 552 FEET, INCREASE ALL MDAS 40 FEET. TEMPORARY CRANE 227 MSL 1.29 NM W OF RWY 16.

FDC 8/6587 OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. NDB RWY 16, AMDT 2...S-16 CAT C/D WEATHER MINIMUMS (600-1 1/2) INOPERATIVE TABLE DOES NOT APPLY.

PAWTUCKET

North Central State

FDC 8/4861 SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. VOR OR GPS B, AMDT 6A...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS VOR OR GPS B, AMDT 6B.

FDC 8/4860 SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. GPS RWY 23, ORIG-A...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS GPS RWY 23, ORIG-B.

FDC 8/4858 SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. GPS RWY 5, ORIG...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS GPS RWY 5, ORIG-A.

FDC 8/4857 SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. VOR OR GPS A, AMDT 6A...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS VOR OR GPS A, AMDT 6B.

FDC 8/4856 SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. LOC RWY 5, AMDT 5D...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS LOC RWY 5, AMDT 5E.

PROVIDENCE

Theodore Francis Green State

FDC 8/9848 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS OR LOC RWY 5, AMDT 19...ILS OR LOC RWY 23, AMDT 5A...ILS RWY 34, AMDT 10B...RNAV (GPS) RWY 5, ORIG-A...RNAV (GPS) RWY 16, ORIG-A...RNAV (GPS) RWY 23, ORIG-C...RNAV (GPS) RWY 34, ORIG-B...VOR/DME RWY 16, AMDT 4C...VOR/DME RWY 23, AMDT 6F...VOR/DME RWY 34, AMDT 5D...VOR RWY 34, AMDT 4D...CIRCLING: MDA CAT A/B 600/HAA 545.

FDC 8/9847 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR RWY 5, AMDT 13E...DME MINIMUMS: CIRCLING MDA CAT A/B 600/HAA 545.

WESTERLY

Westerly State

FDC 8/5539 WST FI/T WESTERLY STATE, WESTERLY, RI. RNAV (GPS) RWY 7, ORIG-A...LNAV MDA 620/HAT 544 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 620/HAA 539 CATS A/B/C. TEMPORARY CRANE 301 MSL 2.91 NM SOUTHEAST OF RWY 7.

SOUTH CAROLINA

ALLENDALE

Allendale County

FDC 8/6682 88J FI/T ALLENDALE COUNTY, ALLENDALE, SC. GPS RWY 17, ORIG...GPS RWY 35, AMDT 1...VOR OR GPS A, AMDT 5...CIRCLING CAT C MDA 720/HAA 559.

ANDREWS

Robert F Swinnie

FDC 7/3629 PHH FI/T ROBERT F SWINNIE, ANDREWS, SC. NDB RWY 36, ORIG...PROCEDURE NA.

BENNETTSVILLE

Marlboro County Jetport - H.E. Avent Field

FDC 8/6366 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. RNAV (GPS) RWY 6, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/6365 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. RNAV (GPS) RWY 24, ORIG...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/6364 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. NDB RWY 6, AMDT 4...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6363 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. VOR/DME A, AMDT 4...PROCEDURE NA FOR ARRIVAL ON FLO VORTAC AIRWAY RADIALS 312 CW 043, AND T200.

FDC 8/6362 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 6, POLE 99 FT FROM END OF RUNWAY, 380 FT RIGHT OF CENTERLINE 35 FT AGL/181 FT MSL. TREES BEGINNING 2498 FT FROM END OF RUNWAY, 256 FT RIGHT OF CENTERLINE UP TO 86 FT AGL/ 235 FT MSL. TREES BEGINNING 1417 FT FROM END OF RUNWAY, 411 FT LEFT OF CENTERLINE, UP TO 82 FT AGL/232 FT MSL. RWY 24, TREES BEGINNING 77 FT FROM END OF RUNWAY, 148 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/227 FT MSL.

CHARLESTON

Charleston Executive

FDC 8/1597 JZI FI/P CHARLESTON EXECUTIVE, CHARLESTON, SC. ILS OR LOC RWY 9, AMDT 1...CHART NOTE: DME REQUIRED. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 272 AND CHS R-219 TO BASSO/CHS 24.9 DME AND HOLD. THIS IS ILS OR LOC RWY 9, AMDT 1A.

CHESTER

Chester Catawba Rgnl

FDC 5/2210 9A6 FI/T CHESTER CATAWBA REGIONAL, CHESTER, SC. NDB RWY 35, ORIG. TERMINAL ROUTE FROM FML VORTAC TO DCM NDB NA.

COLUMBIA

Columbia Metropolitan

FDC 8/7980 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 5, AMDT 1B...PROCEDURE NA.

FDC 8/2632 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RNAV (GPS) RWY 29, ORIG...LNAV/VNAV DA 543/HAT 316 ALL CATS. VIS CAT A/B/C RVR 4000 CIRCLING MDA CAT A/B 780/HAA 544, CAT C 840/HAA 604, VIS CAT C 1 3/4. DISREGARD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. BARO VNAV N/A ABOVE 48C (118F) FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT D VISIBILITY TO RVR 6000.

FDC 8/2631 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 5, AMDT 1B...S-LOC 5 MDA 1040/HAT 812 ALL CATS. VIS CAT C 2, CAT D 2 1/4 CIRCLING MDA 1040/HAA 804 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4 MINIMUM ALTITUDE AT IKUPY 1040 LOC ONLY. IKUPY FIX MINIMUMS: S-LOC 5 MDA CATS A/B/C 700/HAT 472, CAT D NA CIRCLING MDA CAT A/B 780/HAA 544, CAT C 840/HAA 604, VIS CAT C 1 3/4. VGSI AND ILS GLIDEPATH NOT COINCIDENT. ALTERNATE MINIMUMS: ILS: CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4 LOC: CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4 NA WHEN LOCAL WEATHER NOT AVAILABLE.

FDC 8/2630 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RNAV (GPS) RWY 23, AMDT 1...LPV DA 503/HAT 290 ALL CATS CIRCLING MDA CAT A/B 780/HAA 544 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/2629 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 29, AMDT 3F...RWY 29 TDZE 227 S-ILS DA 427/HAT 200 ALL CATS. L-LOC HAT 473 ALL CATS CIRCLING MDA CAT A/B 780/HAA 544, CAT C 840/HAA 604, VIS CAT C 1 3/4. ALTERNATE MINIMUMS ILS, CAT C 700-2.

FDC 8/2628 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. VOR OR GPS A, AMDT 15A...CIRCLING MDA CAT C 840/HAA 604, VIS 1 3/4.

FDC 8/2627 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RNAV (GPS) RWY 5, AMDT 1...LPV DA 519/HAT 291 ALL CATS. LNAV MDA 700/HAT 472 ALL CATS. CIRCLING MDA CAT A/B 780/HAA 544, VIS CAT A/B 1 VDP NA BARO VNAV N/A ABOVE 48C (118F).

FDC 8/2626 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 11, AMDT 14A...CIRCLING MDA CAT C 840/HAA 604, VIS 1 3/4. ALTERNATE MINIMUMS, ILS CAT C 700-2.

FDC 8/2625 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RADAR-1, AMDT 11...S-5 MDA 720/HAT 492 ALL CATS CIRCLING MDA CAT C 840/HAA 604, VIS 1 3/4.

Columbia Owens Downtown

FDC 8/5518 CUB FI/T COLUMBIA OWENS DOWNTOWN, COLUMBIA, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTES: NOTE: RWY 31, BUILDING 2169 FEET FROM DER, 437 FEET LEFT OF CENTERLINE, 45 FEET AGL/252 FEET MSL.

CONWAY

Conway-Horry County

FDC 8/8757 HYW FI/T CONWAY-HORRY COUNTY, CONWAY, SC. RNAV (GPS) RWY 22, ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 2000 DIRECT MARFE AND HOLD VISIBILITY REDUCTION BY HELICOPTERS NA MYRTLE BEACH INTL AWOS-3 124.5.

FDC 8/8756 HYW FI/T CONWAY-HORRY COUNTY, CONWAY, SC. RNAV (GPS) RWY 4, ORIG...NDB RWY 4, ORIG...NDB RWY 22, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA MYRTLE BEACH INTL AWOS-3 124.5.

FLORENCE

Florence Rgnl

FDC 8/0038 FLO FI/T FLORENCE REGIONAL, FLORENCE, SC. RADAR-1, ORIG-A...RWY 1: VISIBILITY REDUCTION BY HELICOPTERS NA. RWY 19: MDA 860/HAT 715 ALL CATS. CAT C VIS 2, CAT D VIS 2 1/4. CIRCLING: MDA 860/HAA 712 ALL CATS. VISIBILITY REDUCTION BY HELICOPTERS NA. RWY 9: VISIBILITY REDUCTION BY HELICOPTERS NA RWY 27: VISIBILITY REDUCTION BY HELICOPTERS NA.

GEORGETOWN

Georgetown County

FDC 8/6680 GGE FI/T GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5, AMDT 5A...S-5 MDA 540/HAT 501 ALL CATS. VIS CAT C 1 1/2. CIRCLING CAT D MDA 860/HAA 821. VISIBILITY CAT D 2 3/4. MYRTLE BEACH INTL ALTIMETER SETTING: CIRCLING CAT D MDA 940/HAA 901. VISIBILITY CAT D 3.

GREENWOOD

Greenwood County

FDC 8/5233 GRD FI/T GREENWOOD COUNTY, GREENWOOD, SC. NDB OR GPS RWY 27, AMDT 1...NDB PORTION NA.

FDC 8/3529 GRD FI/P GREENWOOD COUNTY, GREENWOOD, SC. VOR OR GPS RWY 9, AMDT 13...CHANGE DME MINIMUMS TO FOCRU FIX MINIMUMS. CHANGE (FOCRU) CNF FIX TO FOCRU/GRD 2.00 DME. DELETE: ALTERNATE MINIMUMS NA. ALTERNATE MINIMUMS: STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE ANDERSON ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND CAT C VISIBILITIES 1/4 MILE, CAT D VISIBILITIES 1/2 MILE. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ANDERSON ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET AND S-9 AND FOCRU FIX MINIMUMS CATS C AND D VISIBILITY 1/4 MILE, CIRCLING CAT D VISIBILITY 1/2 MILE. THIS IS VOR OR GPS RWY 9, AMDT 13A.

FDC 8/3528 GRD FI/P GREENWOOD COUNTY, GREENWOOD, SC. VOR RWY 27, AMDT 12A...CHANGE DME MINIMUMS TO CEPUK FIX MINIMUMS. CHANGE GRD/3.00 DME TO CEPUK/GRD 3.00 DME. S-27 VIS CATS A/B 3/4. CEPUK FIX MINIMUMS: S-27 MDA 1020/HAT 391 ALL CATS, VIS CATS A/B/C 3/4. DELETE: ALTERNATE MINIMUMS NA. ALTERNATE MINIMUMS: STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE ANDERSON ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET AND CAT C VISIBILITIES 1/4 MILE, CAT D VISIBILITIES 1/2 MILE. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ANDERSON ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET AND S-27 CATS C AND D VISIBILITY 1/4 MILE, CIRCLING CAT C VISIBILITY 1/4 MILE AND CAT D VISIBILITY 1/2 MILE, CEPUK FIX MINIMUMS: INCREASE S-27 CAT C VISIBILITY 1/2 MILE, CAT D VISIBILITY 1/4 MILE, CIRCLING CAT D VISIBILITY 1/2 MILE. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-27 CAT C. WHEN USING ANDERSON ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO S-27 CAT C OR CEPUK FIX MINIMUMS: S-27 CAT C. THIS IS VOR RWY 27, AMDT 12B.

FDC 8/3527 GRD FI/P GREENWOOD COUNTY, GREENWOOD, SC. NDB OR GPS RWY 27, AMDT 1...S-27 VIS CATS A/B 3/4. ANDERSON ALTIMETER SETTING MINIMUMS: S-27 VIS CATS A/B 3/4. DELETE: ALTERNATE MINIMUMS NA. ALTERNATE MINIMUMS: STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE ANDERSON ALTIMETER SETTING MINIMUMS. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ANDERSON ALTIMETER SETTING. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-27 CAT C AND ANDERSON ALTIMETER SETTING MINIMUMS S-27 CAT C. THIS IS NDB OR GPS RWY 27, AMDT 1A.

GREER

Greenville Spartanburg Intl

FDC 8/0048 GSP FI/T GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN, GREER, SC. ILS RWY 4, AMDT 21...ILS RWY 4 (CAT II), AMDT 21...ILS RWY 4 (CAT III), AMDT 21...ILS RWY 22, AMDT 3B...MISSED APPROACH HOLDING: HOLD S, RT, 014.00 INBOUND.

HARTSVILLE

Hartsville Rgnl

FDC 8/5987 HVS FI/P HARTSVILLE REGIONAL, HARTSVILLE, SC. GPS RWY 3, ORIG...S-3 MDA 840/HAT 491 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 840/HAA 476 CAT A/B/C, CAT D MDA 920/HAA 556. VIS CAT C 1 1/2, CAT D 2. DELETE NOTE: USE FLORENCE ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FLORENCE ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, AND S-3 CATS C AND D VISIBILITY 1/4 MILE. ADDITIONAL FLIGHT DATA: ICEJO TO RW03: 2.98/40 CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS GPS RWY 3, ORIG-A.

FDC 8/4654 HVS FI/P HARTSVILLE REGIONAL, HARTSVILLE, SC. GPS RWY 21, ORIG...S-21 MDA 780/416 ALL CATS. VIS CAT D 1 1/4. CIRCLING CATS A/B MDA 820/HAA 456, CAT C 840/HAA 476, CAT D 920/HAA 556. VIS CAT D2. DELETE NOTE: USE FLORENCE ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FLORENCE ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, AND S-21 CAT C VISIBILITY 1/4 MILE, AND S-21 CAT D VISIBILITY 1/2 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADDITIONAL FLIGHT DATA: POROY TO RW21: 3.01/40. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS GPS RWY 21, ORIG-A.

FDC 8/4647 HVS FI/P HARTSVILLE REGIONAL, HARTSVILLE, SC. NDB RWY 21, ORIG...S-21 MDA 1040/HAT 676 ALL CATS. VIS CAT B 1, CAT C 2, CAT D 2 1/4. CIRCLING MDA 1040/HAA 676 ALL CATS. VIS CAT B 1, CAT C 2, CAT D 2 1/4. DELETE NOTE: USE FLORENCE ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FLORENCE ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, INCREASE S-21 AND CIRCLING CATS B, C AND D VISIBILITY 1/4 MILE. CHART: APT ELEV 364 THIS IS NDB RWY 21, ORIG-A.

FDC 8/4646 HVS FI/P HARTSVILLE REGIONAL, HARTSVILLE, SC. NDB RWY 3, ORIG...S-3 MDA 1000/HAT 651 ALL CATS. VIS CAT B 1, CAT C 1 3/4, CAT D 2. CIRCLING MDA 1000/HAA 636 ALL CATS. VIS CAT B 1, CAT C 1 3/4, CAT D 2. DELETE NOTE: USE FLORENCE ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FLORENCE ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, INCREASE S-3 AND CIRCLING CAT B VISIBILITY 1/4 MILE, S-3 AND CIRCLING CATS C/D VISLBILITY 1/2 MILE. THIS IS NDB RWY 3, ORIG-A.

MOUNT PLEASANT

Mt Pleasant Rgnl-Faison Field

FDC 8/9313 LRO FI/T MT PLEASANT RGNL-FAISON FIELD, MOUNT PLEASANT, SC. VOR/DME RNAV OR GPS RWY 17, ORIG...VOR/DME RNAV PORTION NA. CIRCLING MDA 720/HAA 708 ALL CATS, VIS CAT C 2. FESJY TO RWY 17: 3.67/TCH 40. VGSI AND DESCENT ANGLE NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA. DISREGARD NOTE: USE CHARLESTON ALTIMETER SETTING. TEMPORARY CRANE 324 MSL 1.1 NM SE OF RWY 35.

FDC 8/9312 LRO FI/T MT PLEASANT RGNL-FAISON FIELD, MOUNT PLEASANT, SC. VOR/DME OR GPS A, ORIG...CIRCLING MDA 720/HAA 708 ALL CATS, VIS CAT C 2. DISREGARD NOTE: USE CHARLESTON ALTIMETER SETTING. TEMPORARY CRANE 324 MSL 1.1 NM SE OF RWY 35.

MYRTLE BEACH

Myrtle Beach Intl

FDC 8/1074 MYR FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. RNAV (GPS) RWY 18, AMDT 1C...LNAV/VNAV DA 479 / HAT 456 ALL CATS. VDP 1.16 NM TO RW18.

FDC 7/6495 MYR FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. RNAV (GPS) RWY 36, AMDT 1A...LNAV MDA 520 / HAT 495 ALL CATS VDP 1.42 NM TO RW36. VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

NEWBERRY

Newberry County

FDC 8/1267 EOE FI/T NEWBERRY COUNTY, NEWBERRY, SC. GPS RWY 22, ORIG...TERMINAL ROUTE FROM UNARM WP TO KORVE WP (IAF) MINIMUM ALTITUDE 3000. TERMINAL ROUTE FROM WIDER WP TO JOKZU WP (IAF) MINIMUM ALTITUDE 3000. MISSED APPROACH: CLIMB TO 3000 DIRECT DANYU AND HOLD.

NORTH MYRTLE BEACH

Grand Strand

FDC 8/1118 CRE FI/T GRAND STRAND, NORTH MYRTLE BEACH, SC. VOR RWY 5, AMDT 21...GPS RWY 5, ORIG-A...ILS RWY 23, AMDT 10D...VOR RWY 23, AMDT 19C...GPS RWY 23, ORIG-A...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA.

ORANGEBURG

Orangeburg Muni

FDC 8/9561 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. NDB RWY 5, AMDT 1...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9560 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. RNAV (GPS) RWY 5, ORIG...34:1 IS NOT CLEAR. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9559 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 5: TREES BEGINNING 189 FT FROM END OF RUNWAY, 397 FT LEFT OF CENTERLINE UP TO 100 FT AGL/289 FT MSL. RAILROAD 769 FT FROM END OF RUNWAY 393 FT RIGHT OF CENTERLINE 23FT AGL/220 FT MSL. RWY 23: TREES BEGINNING 31 FT FROM END OF RUNWAY, 51 FT LEFT OF CENTERLINE UP TO 100 FT AGL/ 251 FT MSL. POWER POLE 1260 FT FROM END OF RUNWAY, 130 LEFT OF CENTERLINE 50 FT AGL/202 FT MSL. TREES BEGINNING 872 FT FROM END OF RUNWAY, 414 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/259 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/9202 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

PAGELAND

Pageland

FDC 8/1667 PYG FI/T PAGELAND, PAGELAND, SC. NDB OR GPS RWY 23, ORIG-A...NDB PORTION NA.

PICKENS

Pickens County

FDC 8/3899 LQK FI/T PICKENS COUNTY, PICKENS, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 5, STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 6600. RWY 23: STANDARD TEXTUAL DEPARTURE PROCEDURE: RWY 23 - CLIMB HEADING 227.89 TO 1900 BEFORE PROCEEDING ON COURSE. NOTE: RWY 5, TERRAIN BEGINNING 156 FEET FROM DEPARTURE END OF RWY, 134 FEET LEFT OF CENTERLINE, UP TO 1034 FEET MSL. TERRAIN 111 FEET FROM DEPARTURE END OF RWY, 76 FEET RIGHT OF CENTERLINE, 1031 FEET MSL. VEHICLES ON ROADWAY, 451 FEET FROM DEPARTURE END OF RWY, 57 FEET RIGHT OF CENTERLINE, 15 FEET AGL/1028 FEET MSL. NOTE: RWY 23, TERRAIN BEGINNING 157 FEET FROM DEPARTURE END OF RWY, 105 FEET LEFT OF CENTERLINE, UP TO 972 FEET MSL. TERRAIN BEGINNING 67 FEET FROM DEPARTURE END OF RWY, 104 FEET RIGHT OF CENTERLINE, UP TP 988 FEET MSL.

SUMMERVILLE

Summerville

FDC 8/1328 DYB FI/T SUMMERVILLE, SUMMERVILLE, SC. NDB OR GPS RWY 6, ORIG-C...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA. DISREGARD NOTE TO USE CHARLESTON ALTIMETER SETTING.

FDC 8/1109 DYB FI/T SUMMERVILLE, SUMMERVILLE, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 24, MULTIPLE TREES BEGINNING 58 FEET FROM DEPARTURE END OF RUNWAY, 390 FEET LEFT OF CENTERLINE, UP TO 56 FEET AGL/117 FEET MSL.

WALTERBORO

Lowcountry Rgnl

FDC 4/0685 RBW FI/T LOW COUNTRY REGIONAL, WALTERBORO, SC. GPS RWY 23, ORIG. PROCEDURE NOT AUTHORIZED.

SOUTH DAKOTA

BELLE FOURCHE

Belle Fourche Muni

FDC 7/3668 EFC FI/T BELLE FOURCHE MUNI, BELLE FOURCHE, SD. NDB OR GPS RWY 32, ORIG...NDB PORTION NA.

BROOKINGS

Brookings Rgnl

FDC 7/0408 BKX FI/T BROOKINGS REGIONAL, BROOKINGS, SD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 12, TREE 1968 FT FROM DEPARTURE END OF RWY 850 FT LEFT OF CENTERLINE, 56 AGL/1705 MSL. BUILDING 1278 FT FROM DEPARTURE END OF RWY 826 FT RIGHT OF CENTERLINE, 38 AGL/1681 MSL.

CHAMBERLAIN

Chamberlain Muni

FDC 5/0832 9V9 FI/T CHAMBERLAIN MUNI, CHAMBERLAIN, SD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWYS 13, 31 STANDARD. RWYS 18, 36 NA. NOTE: RWY 31, FENCE 457 FEET FROM DER, 376 FEET LEFT OF CENTERLINE, 10 FEET AGL/1705 FEET MSL. FENCE 1294 FEET FROM DER, 424 FEET RIGHT OF CENTERLINE, 10 FEET AGL/1722 FEET MSL.

HURON

Huron Rgnl

FDC 8/1281 HON FI/T HURON REGIONAL, HURON, SD. RNAV (GPS) RWY 30, AMDT 1...LPV DA 1559/HAT 273 ALL CATS. LNAV/VNAV DA 1721/HAT 435 ALL CATS.

RAPID CITY

Rapid City Rgnl

FDC 8/7596 RAP FI/T RAPID CITY REGIONAL, RAPID CITY, SD. VOR OR TACAN RWY 14, ORIG-E...S-14 MDA 3840/ HAT 649 ALL CATS. VIS CAT C 1 3/4, CAT D 2, CAT E 2 1/4. CIRCLING MDA 3880/ HAA 676 ALL CATS. VIS CAT C 2, CAT D 2 1/4, CAT E 2 1/2. ALTERNATE MINIMUMS: CAT D 800-2 1/4, CAT E 800-2 1/2. TEMPORARY CRANE 2.27 NM NNW OF APPROACH END RWY 14, 3521 MSL/ 120 AGL.

FDC 8/7593 RAP FI/T RAPID CITY REGIONAL, RAPID CITY, SD. RNAV (GPS) RWY 14, AMDT 1...LNAV MDA 3840/ HAT 649 ALL CATS. VIS CAT C 1 3/4, CAT D 2, CAT E 2 1/4. CIRCLING MDA CAT D/E 3880/ HAA 676. VIS CAT E 2 1/2. ALTERNATE MINIMUMS: CAT E 800-2 1/2. TEMPORARY CRANE 2.27 NM NNW OF APPROACH END RWY 14, 3521 MSL/ 120 AGL.

SIOUX FALLS

Joe Foss Field

FDC 7/0716 FSD FI/T JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 21 ORIG-B...LNAV/VNAV MINIMUMS NA.

SPEARFISH

Black Hills-Clyde Ice Field

FDC 8/4710 SPF FI/T BLACK HILLS-CLYDE ICE FIELD, SPEARFISH, SD. GPS RWY 12, ORIG-D...PROCEDURE NA.

WATERTOWN

Watertown Rgnl

FDC 8/6663 ATY FI/T WATERTOWN REGIONAL, WATERTOWN, SD. RNAV (GPS) RWY 30, ORIG...PROCEDURE NA.

TENNESSEE

ATHENS

Mcminn County

FDC 8/1225 MMI FI/T MCMINN COUNTY, ATHENS, TN. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA.

BRISTOL/JOHNSON/KINGSPORT

Tri-Cities Rgnl Tn/Va

FDC 6/6568 TRI FI/T BRISTOL/TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN. RNAV (GPS) RWY 9, ORIG. LNAV MDA 2180/HAT 661 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 2180/HAA 661 ALL CATS.

CAMDEN

Benton County

FDC 8/3966 0M4 FI/T BENTON COUNTY, CAMDEN, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 22 NA.

FDC 7/4086 0M4 FI/T BENTON COUNTY, CAMDEN, TN. VOR/DME OR GPS RWY 4, AMDT 3B...PROCEDURE NA.

COVINGTON

Covington Muni

FDC 8/6430 M04 FI/T COVINGTON MUNI, COVINGTON, TN. NDB OR GPS RWY 1, AMDT 3...PROCEDURE NA EXCEPT FOR IFR GPS-EQUIPPED AIRCRAFT, COO NDB OTS VISIBILITY REDUCTION BY HELICOPTERS NA.

DYERSBURG

Dyersburg Rgnl

FDC 8/6837 DYR FI/T DYERSBURG REGIONAL, DYERSBURG, TN. RNAV (GPS) RWY 4, AMDT 1...PROCEDURE NA.

FDC 8/6470 DYR FI/T DYERSBURG REGIONAL, DYERSBURG, TN. RNAV (GPS) RWY 22, ORIG...MINIMUM ALTITUDE AT DAKNE 1100 DAKNE TO RW22: 3.26/40 VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/6469 DYR FI/T DYERSBURG REGIONAL, DYERSBURG, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 34, STANDARD WITH A MINIMUM CLIMB OF 207 FT PER NM TO 1100. NOTE: RWY 4, TREES BEGINNING 182 FT FROM END OF RUNWAY, 411 FT LEFT OF CENTERLINE UP TO 100 FT AGL/ 400 FT MSL. RWY 22, TREES BEGINNING 1484 FT FROM END OF RUNWAY, 954 FT LEFT OF CENTERLINE UP TO 100 FT AGL/381 FT MSL. TREES BEGINNING 1395 FT FROM END OF RUNWAY, 420 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/384 FT MSL. RWY 34, TREES BEGINNING 486 FT FROM END OF RUNWAY, 507 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/439 FT MSL. RWY 16, TREES BEGINNING 182 FT FROM END OF RUNWAY, 425 FT LEFT OF CENTERLINE UP TO 100 FT AGL/421 FT MSL.

FAYETTEVILLE

Fayetteville Muni

FDC 7/8879 FYM FI/T FAYETTEVILLE MUNI, FAYETTEVILLE, TN. NDB RWY 20, AMDT 4A...S-20 MDA 1440/HAT 457 ALL CATS. VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. TDZE 983. VERTICAL DESCENT ANGLE: 3.16. DISTANCE FAF TO MAP: 4.10NM. TIME DISTANCE TABLE: KNOTS/MIN: SEC:60/4:06, 90/2:44, 120/2:03, 150/1:38, 180/1:22. MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT TNY NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C.

HUNTINGDON

Carroll County

FDC 8/3013 HZD FI/T CARROLL COUNTY, HUNTINGDON, TN. NDB OR GPS RWY 1, AMDT 1...S-1 MDA 1380/HAT 887 ALL CATS. VIS CAT A/B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING MDA 1380/HAA884 ALL CATS. VIS CAT A/B 1 1/4, CAT C 2 3/4, CAT D 3. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/3010 HZD FI/T CARROLL COUNTY, HUNTINGDON, TN. GPS RWY 19, ORIG...HEIDI TO RW19: 2.96/35 VISIBILITY REDUCTION BY HELICOPTERS NA MISSED APPROACH: CLIMB TO 2100 DIRECT JOEEY AND HOLD.

JACKSON

Mc Kellar-Sipes Rgnl

FDC 8/7463 MKL FI/T MC KELLAR-SIPES REGIONAL, JACKSON, TN. ILS RWY 2, AMDT 7B...TERMINAL ROUTE FROM MCKELLAR (MKL) VOR/DME TO MERSY (MK) LOM RADAR REQUIRED.

FDC 6/5350 MKL FI/T MC KELLAR-SIPES REGIONAL, JACKSON, TN. LOC BC RWY 20, AMDT 5B...PROCEDURE NA.

KNOXVILLE

Mc Ghee Tyson

FDC 8/5706 TYS FI/T MCGHEE-TYSON, KNOXVILLE, TN. RNAV (GPS) RWY 5L, AMDT 1...LNAV MDA 1520/HAT 567 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA 1520/HAA 539 CAT A. VDP NA.

FDC 7/7192 TYS FI/T MCGHEE-TYSON, KNOXVILLE, TN. NDB RWY 5R, AMDT 5A...RNAV (GPS) RWY 5R, ORIG...ADD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

LEBANON

Lebanon Muni

FDC 8/5262 M54 FI/T LEBANON MUNI, LEBANON, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 19, 600-2 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 350 FEET PER NM TO 1200. RWY 22: PROCEDURE NA. RWY 4: CLIMB HEADING 048 TO 1100 BEFORE TURNING EAST.

MADISONVILLE

Monroe County

FDC 8/0254 MNV FI/T MONROE COUNTY, MADISONVILLE, TN. RNAV (GPS) RWY 5, ORIG...PROCEDURE NA.

MEMPHIS

General Dewitt Spain

FDC 8/6854 M01 FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. GPS RWY 17, ORIG-A...S-17 MDA 1140/HAT 916 ALL CATS. VIS CAT A 1 1/4, CAT D 2 3/4. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6853 M01 FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. VOR RWY 17, ORIG-A...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6844 M01 FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17, STANDARD WITH A MINIMUM CLIMB OF 254 FT PER NM TO 1100. OR 1200-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. NOTE: RWY 35, TREES BEGINNING 15 FT FROM END OF RUNWAY, 389 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/324 FT MSL. TREES BEGINNING 48 FT FROM END OF RUNWAY, 276 FT LEFT OF CENTERLINE UP TO 100 FT AGL/299 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Memphis Intl

FDC 8/0493 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18R, AMDT 13...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. SAAMM FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 TEMPORARY CRANES UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/0492 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 27, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC LPV DA 729/HAT 437, VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/2. LNAV/VNAV DA 799/HAT 507, VIS RVR 6000 ALL CATS. LNAV MDA 920/HAT 628 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. VDP NA. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

FDC 8/0491 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 36C, AMDT 3...ILS OR LOC RWY 36L, AMDT 14...ILS OR LOC RWY 36R, AMDT 3...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

FDC 8/0489 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18C, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC LNAV/VNAV DA 828/HAT 538, VIS 1 1/2 ALL CATS. LNAV MDA 920/HAT 630 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TRVOR 1.7 NM TO RW18C NA. TEMPORARY CRANES UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/0488 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 27, AMDT 3...UNLESS OTHERWISE ADVISED BY ATC S-ILS 27 DA 713/HAT 421 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-ILS 27 ALL CATS VISIBILITY TO 1 1/2, AND S-LOC 27 CAT E VIS TO 2. S-LOC 27 MDA 880/HAT 588 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000, CAT E 1 1/2. CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

FDC 8/0487 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 9, AMDT 1...RNAV (GPS) RWY 36L, AMDT 1...RNAV (GPS) RWY 36R, AMDT 1...RNAV (GPS) RWY 36C, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

FDC 8/0483 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18L, AMDT 2...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. BRYSN FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

FDC 8/0478 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18C, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TRVOR FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

FDC 8/0473 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18R, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC. LNAV/VNAV DA 841/HAT 546, VIS 1 1/2 ALL CATS. CIRCLING MDA 960/HAA 619 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANES UP TO 604 MSL BEGINNING 2616 FEET NE OF RWY 18R.

FDC 8/0471 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18L, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC. LNAV/VNAV DA 896/HAT 595, VIS 1 3/4 ALL CATS. LNAV MDA 920/HAT 619 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4 BRYSN 1.6 NM TO RWY 18L NA. TEMPORARY CRANES UP TO 604 MSL BEGINNING 4079 FEET ENE OF RWY 18L. TEMPORARY CRANES UP TO 420 MSL BEGINNING 2874 FEET WNW OF RWY 18L.

FDC 8/0470 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 9, AMDT 27...UNLESS OTHERWISE ADVISED BY ATC. S-ILS 9 DA 514/HAT 255 ALL CATS. CIRCLING CATS A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 MSL BEGINNING 1327 FEET SW OF RWY 27..

MORRISTOWN

Moore-Murrell

FDC 5/0465 MOR FI/T MOORE-MURRELL, MORRISTOWN, TN SDF RWY 5 ADMT 4...MDA 1760/HAT 447 ALL CATS. VIS CAT D 1 1/2.

NASHVILLE

Nashville Intl

FDC 8/1036 BNA FI/T NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R, AMDT 8...VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/1035 BNA FI/T NASHVILLE INTL, NASHVILLE, TN. RNAV (GPS) RWY 20R, ORIG...LNAV/VNAV DECISION ALTITUDE 1052/HAT 474 ALL CATS. LNAV/VNAV CATS A/B/C VIS 1 3/4. CIRCLING VIS CAT A/B/C 1 3/4. VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

FDC 6/9792 BNA FI/T NASHVILLE INTL, NASHVILLE, TN. RNAV (GPS) RWY 20L ORIG...LNAV/VNAV: DECISION ALTITUDE 1081/HAT 530 ALL CATS. LNAV/VNAV: VIS ALL CATS 1 1/2. CIRCLING: VIS CAT A/B/C 2.

ONEIDA

Scott Muni

FDC 6/6572 SCX FI/T SCOTT MUNI, ONEIDA, TN. SDF RWY 23, AMDT 5...OLC SDF UNUSEABLE BEYOND 12 DEGREES LEFT OF COURSE.

PARIS

Henry County

FDC 8/1490 PHT FI/T HENRY COUNTY, PARIS, TN. ILS RWY 2, ORIG-A...VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/1489 PHT FI/T HENRY COUNTY, PARIS, TN. RNAV (GPS) RWY 20, ORIG-A...LNAV MDA 980/HAT 409 ALL CATS, CAT C VIS 1 1/4 VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

ROCKWOOD

Rockwood Muni

FDC 5/1119 RKW FI/T ROCKWOOD MUNI, ROCKWOOD, TN. VOR/DME OR GPS RWY 22, AMDT 5. VOR/DME PORTION NA.

SMYRNA

Smyrna

FDC 8/9293 MQY FI/T SMYRNA, SMYRNA, TN. ILS RWY 32, AMDT 5B...ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/9292 MQY FI/T SMYRNA, SMYRNA, TN. VOR/DME OR GPS RWY 32, AMDT 12...NDB RWY 32, AMDT 8B...ADD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

TAZEWELL

New Tazewell Muni

FDC 7/5161 3A2 FI/T NEW TAZEWELL MUNI, TAZEWELL, TN. COPTER RNAV (GPS) 279, ORIG...H-279 MDA 1960/HAL 781, VIS 1.

TULLAHOMA

Tullahoma Rgnl Arpt/Wm Northern Field

FDC 8/6562 THA FI/T TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. RNAV (GPS) RWY 6, ORIG-A...RNAV (GPS) RWY 24, ORIG-A...VOR RWY 24, ORIG-A...VOR RWY 6, ORIG-A...PROCEDURE NA.

FDC 8/6165 THA FI/P TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. RNAV (GPS) RWY 24, ORIG-A...LNAV MDA 1480/HAT 398 ALL CATS. CHART FAS OBSTACLE: 1225 TOWER 352259N/0861338W. THIS IS RNAV (GPS) RWY 24, ORIG-B.

TEXAS

ALICE

Alice Intl

FDC 8/7301 ALI FI/P ALICE INTERNATIONAL, ALICE, TX. VOR A, AMDT 15...MSA FROM ALI VOR 2200. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 20 FT. THIS IS VOR A, AMDT 15A.

FDC 8/7300 ALI FI/P ALICE INTERNATIONAL, ALICE, TX. RNAV (GPS) RWY 31, AMDT 1A...MSA FROM ALI VOR 2200. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL DA AND MDA 20 FT. DELETE WAAS SYMBOL. CHANGE ALTERNATE MINIMUMS TO STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 31, AMDT 1B.

FDC 8/7299 ALI FI/P ALICE INTERNATIONAL, ALICE, TX. VOR RWY 31, AMDT 13...MSA FROM ALI VOR 2200. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 20 FT. THIS IS VOR RWY 31, AMDT 13A.

FDC 8/7298 ALI FI/P ALICE INTERNATIONAL, ALICE, TX. RNAV (GPS) RWY 13, ORIG-A...CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL DA AND MDA 20 FT. DELETE WAAS SYMBOL. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHANGE ALTERNATE MINIMUMS TO STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 13, ORIG-B.

AMARILLO

Rick Husband Amarillo Intl

FDC 8/7582 AMA FI/T RICK HUSBAND AMARILLO INTL, AMARILLO, TX. ILS RWY 4, AMDT 22...ADD NOTE: S-ILS 4 VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

ANDREWS

Andrews County

FDC 8/3980 E11 FI/T ANDREWS COUNTY, ANDREWS, TX. NDB RWY 16, AMDT 2A...PROCEDURE NA.

ARLINGTON

Arlington Muni

FDC 8/5558 GKY FI/T ARLINGTON MUNI, ARLINGTON, TX. RNAV (GPS) RWY 34, ORIG...VOR/DME RWY 34, AMDT 1...CIRCLING MDA CAT A 1100/ HAA 472.

FDC 8/5542 GKY FI/T ARLINGTON MUNI, ARLINGTON, TX. ILS OR LOC/DME RWY 34, ORIG-A...CIRCLING MDA 1100/ HAA 472 ALL CATS.

ATLANTA

Hall-Miller Muni

FDC 8/2747 ATA FI/T HALL MILLER MUNICIPAL, ATLANTA, TX. NDB RWY 5, AMDT 3...PROCEDURE NA.

BEAUMONT

Beaumont Muni

FDC 6/3792 BMT FI/T BEAUMONT MUNI, BEAUMONT, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 31, MULTIPLE POWERLINES BEGINNING 1076 FEET FROM DEPARTURE END OF RWY, 46 FEET LEFT AND RIGHT OF CENTERLINE UP TO 60 FEET AGL/93 FEET MSL.

BEAUMONT/PORT ARTHUR

Southeast Texas Rgnl

FDC 8/3309 BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. ILS RWY 12, AMDT 22A...CHANGE ALL REFERENCE TO SABINE PASS (SBI) R-329 AT HONEE INTERSECTION TO SABINE PASS (SBI) R-328.

FDC 7/0829 BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. VOR B AMDT 6A...VOR A AMDT 6A...VOR/DME D AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SBI VOR OTS.

FDC 7/0828 BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. ILS RWY 12 AMDT 22A...LOC BC RWY 30 AMDT 19A...VOR C AMDT 5A...VOR RWY 12 AMDT 9A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SBI VOR OTS.

BIG SPRING

Big Spring Mc Mahon-Wrinkle

FDC 8/7005 BPG FI/T BIG SPRING MC MAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 35, AMDT 7A...MINIMUM HOLDING ALTITUDE AT MYRTS 4300.

FDC 8/7004 BPG FI/T BIG SPRING MC MAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 17, AMDT 7B...MISSED APPROACH: CLIMB TO 4300 VIA BGS VORTAC R-179 TO MYRTS/BGS 17 DME AND HOLD.

FDC 8/1326 BPG FI/T BIG SPRING MC MAHON-WRINKLE, BIG SPRING, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 6, STANDARD WITH A MINIMUM CLIMB OF 370 PER NM TO 3600. ALL OTHER DATA REMAINS THE SAME. MULTIPULE TOWERS EAST AND SOUTHEAST OF FIELD.

FDC 5/4150 BPG FI/T BIG SPRING MCMAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 35, AMDT 7A...S-35 NA EXCEPT FOR GPS EQUIPPED AIRCRAFT. VISUAL DESCENT ANGLE NA. ALL OTHER DATA REMAINS AS PUBLISHED.

BOWIE

Bowie Muni

FDC 6/7220 0F2 FI/T BOWIE MUNI, BOWIE, TX. RNAV (GPS) RWY 35, ORIG...TERMINAL ARRIVAL AREA 287/30 NM CLOCKWISE 077/30 TO FENUP MINIMUM ALTITUDE 4000.

BROWNSVILLE

Brownsville/South Padre Island Intl

FDC 5/1648 BRO FI/T BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. VOR/DME RNAV OR GPS RWY 17, AMDT 3A...PROCEDURE NA.

CANADIAN

Hemphill County

FDC 8/5258 HHF FI/T HEMPHILL COUNTY, CANADIAN, TX. GPS RWY 4, ORIG...S-4 MINIMUMS NA. GAGE ALTIMETER SETTING MINIMUMS: S-4 MINIMUMS NA.

FDC 6/8823 HHF FI/T HEMPHILL COUNTY, CANADIAN, TX. GPS RWY 22, ORIG-A...MISSED APPROACH: CLIMB TO 4500 DIRECT OCGAK AND HOLD.

CHILDRESS

Childress Muni

FDC 6/1651 CDS FI/T CHILDRESS MUNI, CHILDRESS, TX. VOR RWY 35, AMDT 9A...CIRCLING MDA 2460/HAA 506 CATS A/B/C.

CLEBURNE

Cleburne Muni

FDC 8/7353 CPT FI/T CLEBURNE MUNI, CLEBURNE, TX. RNAV (GPS) RWY 33, ORIG...LNAV MDA 1300/ HAT 451, ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1380/ HAA 526. TEMPORARY RIG 1.31 NM NE OF KCPT, 980 MSL/ 150 AGL, 1024 MSL TEMPORARY RIG 1680 FEET EAST OF KCPT.

FDC 8/7351 CPT FI/T CLEBURNE MUNI, CLEBURNE, TX. RNAV (GPS) RWY 15, ORIG...LNAV MDA 1340/ HAT 486 ALL CATS. VIS CAT D 1 1/2. CIRCLING MDA CATS A/B/C 1380/ HAA 526. TEMPORARY RIG(S) 1.31 NM NE OF KCPT, 980 MSL/150 AGL, 1024 MSL TEMPORARY RIG 1680 FEET EAST OF KCPT.

FDC 8/7350 CPT FI/T CLEBURNE MUNI, CLEBURNE, TX. LOC/DME RWY 15, ORIG-B...CIRCLING: CAT A/B/C MDA 1380/HAA 526. FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS: CIRCLING MDA ALL CATS 1460/HAA 606, VIS CAT C 1 3/4. TEMPORARY RIG 1.31 NM NE OF KCPT, 980 MSL/150 AGL, 1024 MSL TEMPORARY RIG 1680 FEET EAST OF KCPT.

CLEVELAND

Cleveland Muni

FDC 7/2790 6R3 FI/T CLEVELAND MUNI, CLEVELAND, TX. GPS RWY 16, ORIG-B...S-16 MDA 720/HAT 570 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 720/HAA 570 ALL CATS.

COLEMAN

Coleman Muni

FDC 7/8575 COM FI/T COLEMAN MUNI, COLEMAN, TX. GPS RWY 15 ORIG...STRAIGHT-IN MINIMUMS AND CIRCLING NA AT NIGHT. MULTIPLE TEMPORARY CRANES 1774 MSL BEGINNING 1156 FT NW OF RWY 15.

FDC 7/8574 COM FI/T COLEMAN MUNI, COLEMAN, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 33, MULTIPLE TEMPORARY CRANES BEGINNING 1010 FT FROM DEPARTURE END OF RUNWAY, 28 FT LEFT OF CENTERLINE, UP TO 65 FT AGL/1774 MSL. MULTIPLE TEMPORARY CRANES BEGINNING 2285 FT FROM DEPARTURE END OF RUNWAY, 13 FT RIGHT OF CENTERLINE, UP TO 65 FT AGL/1774 FT MSL.

FDC 7/8370 COM FI/T COLEMAN MUNI, COLEMAN, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 33, TEMP CRANE 1239 FT FROM DEPARTURE END OF RWY 559 FT LEFT OF CENTERLINE, 65 FT AGL/1769 FT MSL, TEMP CRANE 2269 FT FROM DEPARTURE END OF RWY 558 FT LEFT OF CENTERLINE, 65 FT AGL/1776 FT MSL, TEMP CRANE 2501 FT FROM DEPARTURE END OF RWY 22 FT RIGHT OF CENTERLINE, 65 FT AGL/1775 FT MSL, TEMP CRANE 2590 FT FROM DEPARTURE END OF RWY 335 FT LEFT OF CENTERLINE, 65 FT AGL/1774 FT MSL.

COLLEGE STATION

Easterwood Field

FDC 8/8931 CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 4, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 242 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 7/2058 CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS OR LOC RWY 34, AMDT 13...CHANGE NOTE TO READ: ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 1050 FEET MSL.

CORPUS CHRISTI

Corpus Christi Intl

FDC 8/8367 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35, AMDT 11A...TERMINAL ROUTE: JETTY (IAF) 2000 TO OSSOE INT 080 (3.1) AND 352 (10).

FDC 8/6505 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS OR LOC RWY 13, AMDT 2C...S-LOC 13 MINIMUMS NA.

FDC 8/6003 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (GPS) RWY 31, AMDT 2...LOC RWY 31, AMDT 7...CIRCLING CATS A,B MDA 560/HAA 516 TEMPORARY WORKOVER RIG 196 MSL 4650 FEET NE OF RWY 17.

FDC 8/6001 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS OR LOC RWY 13, AMDT 26C...ILS RWY 35, AMDT 11A...RNAV (GPS) RWY 35, ORIG...CIRCLING CATS A,B MDA 560/HAA 516 CATS C MDA 640/HAA 596 TEMPORARY WORKOVER RIG 196 MSL 4650 FEET NE OF RWY 17 AIRPORT ELEVATION 44.

FDC 8/3496 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 35, TEMPORARY OIL RIG 2440 FROM DER, 735 RIGHT OF CENTERLINE, 105 AGL/148 MSL.

FDC 7/8444 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (GPS) RWY 35, ORIG...LNAV/VNAV DA 558/HAT 518 ALL CATS. VISIBILITY RVR 6000 ALL CATS. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV CAT E VISIBILITY TO 1 3/4 MILE.

FDC 7/6764 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35, AMDT 11A...PROFILE NOTE: ILS UNUSABLE INSIDE DA. LOC UNUSABLE FROM I-OYC 1.60 DME INBOUND. DISREGARD NOTE: ILS UNUSABLE FOM MM INBOUND. MM DECOMMISSIONED.

DALHART

Dalhart Muni

FDC 8/7666 DHT FI/T DALHART MUNI, DALHART, TX. VOR/DME OR GPS RWY 35, AMDT 2B...VOR/DME PORTION: NA.

DALLAS

Addison

FDC 7/8486 ZID FI/T AIRWAY ZID. J149 AML VORTAC, VA. TO GEFFS INT, WV MAA FL410.

Dallas Executive

FDC 8/8705 RBD FI/T DALLAS EXECUTIVE, DALLAS, TX. VOR/DME RWY 17, AMDT 1...S-17 MDA 1140/HAT 482 ALL CATS. CAT D VIS 1 1/2. TEMPORARY CRANE 840 MSL 4830 FEET WEST OF RWY 17.

FDC 8/4841 RBD FI/T DALLAS EXECUTIVE, DALLAS, TX. ILS OR LOC RWY 31, AMDT 8...S-LOC 31 MDA 1100/HAT 442 ALL CATS. VIS CAT D 1 1/2.

Dallas Love Field

FDC 8/6225 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 13R, TEMPORARY CRANE 3096 FT FROM DEPARTURE END OF RUNWAY, 572 FT RIGHT OF CENTERLINE, 130 FT AGL/ 604 FT MSL.

FDC 8/5795 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 13R, TEMPORARY CRANE 1382 FT FROM DEPARTURE END OF RUNWAY, 605 FT RIGHT OF CENTERLINE, 70 FT AGL/536 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4698 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13R, AMDT 4D...ILS RWY 13L, AMDT 31B...CIRCLING CATS A/B/C MDA 1100/HAA 613, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CAT A/B/C 700-2. TEMPORARY CRANES: 734 MSL 1.7 NM SW OF AIRPORT, 738 MSL 1.6 NW S OF AIRPORT.

FDC 8/4697 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31R, ORIG...RNAV (GPS) Z RWY 13L, ORIG-A...RNAV (GPS) Y RWY 13R, ORIG...RNAV (GPS) Y RWY 13L, ORIG...CIRCLING CATS A/B/C MDA 1100/HAA 613, VIS CAT C 1 3/4. TEMPORARY CRANES: 734 MSL 1.7 NM SW OF AIRPORT, 738 MSL 1.6 NW S OF AIRPORT.

FDC 8/3749 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Y RWY 13L, ORIG...LNAV: MDA 940/HAT 462 ALL CATS. VDP 0.8 NM TO DESPE. TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY 13L.

FDC 8/3748 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 13L, ORIG...LNAV: MDA 940/HAT 455 ALL CATS. VDP 1.3 NM TO RW13L. TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY 13L.

FDC 8/3747 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 31B...S-LOC 13L: MDA 940/HAT 455 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000. TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY 13L.

FDC 8/3746 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. (SPECIAL) ILS Z RWY 13L, AMDT 1...S-LOC 13L: CAT C/D MDA 940/HAT 455. VIS CAT C RVR 4000, CAT D RVR 5000. TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY 13L.

FDC 8/3745 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Z RWY 13L, ORIG-A...LNAV: MDA 940/HAT 455 ALL CATS. VDP 1.3 NM TO RW13L. TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY 13L.

FDC 8/0751 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31L, AMDT 1...LNAV VIS CAT A/B RVR 5000. TEMPORARY CRANE 604 MSL 3148 FEET SE OF RWY 31L.

FDC 8/0749 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31L, AMDT 21...S-ILS 31L DA 872/HAT 396 VIS RVR 5000 ALL CATS. ENTRA FIX MINIMUMS: S-LOC-31L MDA 1160/HAT 684 ALL CATS. VIS CAT A/B 3/4, CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 1160/HAA 673. VIS CAT C 2. VDP NA. TEMPORARY CRANES: 850 MSL 3.1 NM SE OF RWY 31L. 604 MSL 3148 FEET SE OF RWY 31L. 734 MSL 5254 FEET SE OF RWY 31L.

FDC 7/7234 DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Z RWY 13L, ORIG-A...DISREGARD WAAS REFERENCE PATH INDICATOR W13A.

DALLAS-FORT WORTH

Dallas/Fort Worth Intl

FDC 8/9391 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35R, AMDT 2...LNAV/VNAV: DA 1083/HAT 508 ALL CATS. VIS RVR 6000 ALL CATS. LNAV: MDA 1060/HAT 485 ALL CATS. VDP 1.29 NM TO RWY 35R. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF R35L, 180FT AGL/744FT MSL.

FDC 8/8879 DFW FI/P DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX ILS OR LOC RWY 17L, AMDT 5.ILS RWY 17L (CAT II), AMDT 5.ILS RWY 17L (CAT III), AMDT 5.CHANGE TERMINAL ROUTE DRAAK/I-PPZ 16.3 DME/RADAR TO INWOD/I-PPZ 10 DME/RADAR FROM MANDATORY ALTITUDE 3000 TO AT OR ABOVE 3000. THIS IS ILS OR LOC RWY 17L, AMDT 5A, ILS RWY 17L (CAT II), ILS RWY 17L (CAT III) REASON: ATC/FPO REQUEST TO CHANGE ALT AT INWOD FROM MANDATORY 3000 FT TO AT OR ABOVE 3000 FT.

FDC 8/7594 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35L, AMDT 1...LNAV/VNAV DA 1097/ HAT 533 ALL CATS. VIS 1 1/2 ALL CATS. LNAV MDA 1080/ HAT 516 ALL CATS. VIS CAT C RVR 5000, VIS CAT D RVR 6000. VDP 1.36 NM TO RWY 35L. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF R35L, 180 AGL/ 744 MSL.

FDC 8/7466 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 36R, AMDT 4...S-LOC 36R MDA 1040/ HAT459 ALL CATS. VIS CAT C RVR 4000, VIS CAT D RVR 5000. SIDESTEP RWY 36L MDA 1040/ HAT 452 ALL CATS. TEMPORARY GAS DRILLING RIG 764 MSL 2.4 NM S OF RWY 36R.

FDC 8/7264 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. VOR RWY 31L, ORIG...PROCEDURE NA TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF RWY 35L, 180 FT AGL/ 744 FT MSL.

FDC 8/7263 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 35C, AMDT 1...S-LOC RWY 35C: MDA 1060/ HAT 497 ALL CATS. VIS CAT C RVR 4000, VIS CAT D RVR 5000. SIDESTEP 35L: MDA 1060/ HAT 497 ALL CATS. VDP 1.32 NM TO RWY 35C. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF RWY 35L, 180 FT AGL/ 744 FT MSL.

FDC 8/7262 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 35L, AMDT 4...S-LOC 35L: MDA 1060/ HAT 496 ALL CATS. VIS CAT C RVR 4000, VIS CAT D RVR 5000. SIDESTEP 35C: MDA 1060/ HAT 496 ALL CATS. VDP 1.36 NM TO RWY 35L. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF RWY 35L, 180 FT AGL/ 744 FT MSL.

FDC 8/3701 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 13R, AMDT 7A...S-ILS 13R DA 844/HAT 253 ALL CATS. ANIME FIX MINIMUMS: S-LOC 13R MDA 1040/HAT 449 ALL CATS, VIS CAT C RVE 4000, CAT D RVR 5000. VDP I-LWN 2.9 DME. TEMPORARY DRILLING RIG 736 MSL 1.4 NM NW OF RWY 13R. TEMPORARY DRILLING RIG 764 MSL 2245 FEET SW OF RWY 13R.

FDC 8/1076 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36R, AMDT 1...LNAV/VNAV DA 1119/HAT 538 ALL CATS, VIS 1 1/2 ALL CATS. LNAV MDA 1080/HAT 499 ALL CATS, VIS CAT C RVR 4000. VDP 1.4 NM TO RW36R. FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/2 MILE. TEMP GAS DRILLING RIG 764 MSL 2.1 NM NW OF RWY 36R.

FDC 8/1075 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36L, AMDT 1...LPV DA 980/HAT 392 ALL CATS, VIS RVR 4000 ALL CATS. LNAV/VNAV DA 1117/HAT 529 ALL CATS, VIS RVR 6000 ALL CATS. LNAV MDA 1080/HAT 492 ALL CATS, VIS CAT C RVR 4000. VDP 1.3 NM TO RW36L. FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/2 MILE. TEMP GAS DRILLING RIG 764 MSL 1.9 NM NW OF RWY 36L.

FDC 8/0741 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 13R, AMDT 1A...LNAV MDA 1140/HAT 549 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. TEMP DRILLING RIG 837 MSL 3298 FEET NORTH OF RWY 13R, 1502 FEET LEFT OF CENTERLINE.

FDC 8/0740 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 13R, ORIG-A...RNP 0.14 DA NA. RNP 0.30# DA MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 398 FEET PER NM TO 1200. RNP 0.30 DA 1095/504 HAT TEMP DRILLING RIG 837 MSL 3298 FEET NORTH OF RWY 13R, 1502 FEET LEFT OF CENTERLINE.

FDC 7/8409 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17C, AMDT 1...LPV DA 1060/HAT 498 ALL CATS VISIBILITY ALL CATS RVR 6000. LNAV/VNAV DA 1145/HAT 583 ALL CATS VISIBILITY 1 1/2 ALL CATS. LNAV MDA 1100 ALL CATS VISIBILITY CAT C RVR 5000 CAT D RVR 6000. VDP 1.46 NM TO RW17C. TEMPORARY GAS WELL DRILLING RIG 783 MSL 1.22 NM AND TEMPORARY CRANE 727 MSL 1 NM NORTH OF RWY 17C.

FDC 7/8396 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 36R, AMDT 4...S-LOC 36R MDA 1080/HAT 499 ALL CATS. SIDESTEP 36L MDA 1080/HAT 492 ALL CATS. TEMP CRANE 769 MSL 3.9 NM S OF AIRPORT.

FDC 7/8394 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35C, AMDT 2...LNAV/VNAV DA 1090/HAT 527 ALL CATS. VISIBILITY RVR 6000 ALL CATS. LNAV MDA 1080/HAT 517 ALL CATS. VISIBILITY CAT C RVR 5000, CAT D RVR 6000. TEMPORARY GAS DRILLING RIG 764 MSL 5032 FT SW OF RWY 35C.

FDC 7/8392 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV/VNAV DA 1154/HAT 587 ALL CATS, VIS ALL CATS 1 1/2. LNAV MDA 1100/HAT 533 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. VDP 1.46 NM TO RWY 17R. TEMP DRILLING RIG 837 MSL 1.8 NM NW OF RWY 17R, 1.6 NM RIGHT OF CENTERLINE.

FDC 7/8389 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 17C, AMDT 9...S-LOC-17C MDA 1060/HAT 498 ALL CATS. VDP I-FLQ 3.70 DME TEMPORARY GAS WELL DRILLING RIG 783 MSL 1.22 NM NORTH OF RWY 17C.

FDC 7/8186 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 36L, AMDT 1...CIRIS FIX MINIMUMS S-LOC 36L NA, TEMPORARY GAS DRILLING RIG 764 MSL 1.9 NM NW OF RWY 36L.

FDC 7/7397 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 31L, ORIG...LPV DA NA. LNAV MDA 1080/HAT 499 ALL CATS. TEMPORARY GAS DRILLING RIG 764 MSL 1.1 NM NW OF RWY 31L.

FDC 7/1960 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 31L ORIG-A...PROCEDURE NA.

DENTON

Denton Muni

FDC 8/0320 DTO FI/T DENTON MUNI, DENTON, TX. GPS RWY 35, AMDT 1A...S-35 MDA 1140/ HAT 501 ALL CATS. VIS CAT C 1 1/2, VIS CAT D 1 1/2. CIRCLING MDA CATS A/B/C 1180/ HAA 538. TEMPORARY DRILLING RIG, 822 FT MSL 1190 FT EAST OF APPROACH END RWY 35.

FDC 8/0315 DTO FI/T DENTON MUNI, DENTON, TX. ILS OR LOC RWY 17, AMDT 8...CIRCLING CATS A/B/C 1180/ HAA 538. TEMPORARY DRILLING RIG, 822 FT MSL 1190 FT EAST OF APPROACH END RWY 35.

DEVINE

Devine Muni

FDC 8/9232 23R FI/P DEVINE MUNI, DEVINE, TX. NDB OR GPS RWY 35, AMDT 2A.CHART PROCEDURE TURN ALTITUDE 2100. MISSED APPROACH: CLIMBING LEFT TURN TO 2100 IN HHH NDB HOLDING PATTERN. MSA FROM DEVINE (HHH) NDB BRG 090 CW 270 2600. THIS IS NDB OR GPS RWY 35, AMDT 2B.

DUMAS

Moore County

FDC 8/7668 DUX FI/T MOORE COUNTY, DUMAS, TX. VOR/DME A, AMDT 6...PROCEDURE NA.

EL PASO

El Paso Intl

FDC 8/9380 ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 26L, ORIG...LNAV MDA 4380/HAT 421 ALL CATS. VDP 1.1 NM TO RWY 26L. TEMPORARY CRANE 4065 MSL 1.8 NM E OF RWY 26L.

FDC 8/9379 ELP FI/T EL PASO INTL, EL PASO, TX. VOR RWY 26L, AMDT 30...CINAG MINIMUMS NA. TEMPORARY CRANE 4065 MSL 1.8 NM E OF RWY 26L.

FDC 8/9361 ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 26L, ORIG...RNAV (GPS) RWY 26R, ORIG...GPS RWY 4, ORIG-A...LOC/DME RWY 4, AMDT 2B...CIRCLING MDA 4540/ HAA 581 ALL CATS TEMPORARY CRANE 200 AGL/ 4181 MSL, 4766 FROM APPROACH END RWY 22.

FDC 8/9360 ELP FI/T EL PASO INTL, EL PASO, TX. ILS OR LOC RWY 22, AMDT 32A...CIRCLING MDA 4540/ HAA 581 CATS A/B/C/D. TEMPORARY CRANE 200 AGL/ 4181 MSL, 4766 FROM APPROACH END RWY 22.

FDC 8/9359 ELP FI/T EL PASO INTL, EL PASO, TX. VOR RWY 26L, AMDT 30...CIRCLING MDA 4540/ HAA 581 CATS A/B/C/D. CINAG MINIMUMS: CIRCLING MDA 4540/ HAA 581 CATS A/B/C/D. TEMPORARY CRANE 200 AGL/ 4181 MSL, 4766 FROM APPROACH END RWY 22.

FDC 8/9358 ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 22, ORIG-A...LNAV/VNAV DA 4417/ HAT 465 ALL CATS. VIS RVR 5000 ALL CATS. LNAV MDA 4440/ HAT 491 ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 4540/ HAA 581 ALL CATS. VDP 1.37 NM TO RWY 22. TEMPORARY CRANE 200 AGL/ 4181 MSL, 4766 NNW FROM APPROACH END RWY 22.

FDC 8/8521 ELP FI/T EL PASO INTL, EL PASO, TX. HI ILS RWY 22, AMDT 3...PROCEDURE NA.

FDC 8/3484 ELP FI/T EL PASO INTL, EL PASO, TX. ASR RWY 22, AMDT 13B...ASR 22 MDA 4380/431 HAT ALL CATS. VIS CAT C RVR 4000. FOR INOPERATIVE MALSR INCREASE CAT D/E VIS TO 1 1/2. TEMPORARY CRANE 4067 MSL 2.4 NM NE OF RWY 22.

FDC 8/1244 ELP FI/T EL PASO INTL, EL PASO, TX. HI VOR/DME OR TACAN RWY 26L, AMDT 2...CIRCLING MDA 4500/HAA 542 CAT C. TEMPORARY CRANE 4136 MSL 1.6 NM NE OF AIRPORT.

FDC 8/1212 ELP FI/T EL PASO INTL, EL PASO, TX. VOR RWY 26L, AMDT 30...CIRCLING MDA 4500/HAA 542 CATS A/B/C. CINAG MINIMUMS: CIRCLING MDA 4500/HAA 542 CATS A/B/C. TEMPORARY CRANE 4136 MSL 1.6 NM NE OF AIRPORT.

FDC 8/1211 ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 22, ORIG-A...LNAV/VNAV DA 4414/HAT 465 ALL CATS. VIS RVR 5000 ALL CATS. LNAV MDA 4440/HAT 491 ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 4500/HAA 543 CATS A/B/C. VDP AT 1.3 NM TO RWY 22. FOR INOPERATIVE MALSR INCREASE CAT D VIS TO 1 1/2. TDZE 3949. TEMPORARY CRANE 4136 MSL 1.6 NM NE OF AIRPORT, TEMPORARY CRANE 4067 MSL 3.38 NM NE OF AIRPORT.

FDC 8/1210 ELP FI/T EL PASO INTL, EL PASO, TX. ILS OR LOC RWY 22, AMDT 32A...RNAV (GPS) RWY 26L, ORIG...RNAV (GPS) RWY 26R, ORIG...GPS RWY 4, ORIG-A...LOC/DME RWY 4, AMDT 2B...CIRCLING MDA 4500/HAA 542 CATS A/B/C. TEMPORARY CRANE 4136 MSL 1.6 NM NE OF AIRPORT.

FDC 7/1817 ELP FI/T EL PASO INTL, EL PASO, TX. RADAR-1, AMDT 13B...CIRCLING CAT E MDA 4660 / HAA 702. VIS CAT E 2 1/2.

FDC 7/1814 ELP FI/T EL PASO INTL, EL PASO, TX. GPS RWY 4, ORIG-A...S-4 MDA 4320 / HAT 397 ALL CATS.

Horizon

FDC 6/6558 T27 FI/T HORIZON, EL PASO, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. TAKEOFF MINIMUMS: RWY 26 NA.

FDC 6/2557 T27 FI/T HORIZON, EL PASO, TX. VOR/DME OR GPS A, AMDT 4A. CIRCLING MDA 4520/HAA 513 ALL CATS.

ENNIS

Ennis Muni

FDC 8/8292 F41 FI/T ENNIS MUNI, ENNIS, TX. VOR/DME A, ORIG-A...CIRCLING MDA 1280/ HAA 780 ALL CATS. VIS CAT C 2 1/4.

FORT HOOD/KILLEEN

Robert Gray AAF

FDC 7/8109 GRK FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX. RADAR-1, AMDT 8...PAR 15 DA 1215/HAT 200 ALL CATS. ASR 15 MDA 1520/HAA 505 ALL CATS. CIRCLING CATS A/B MDA 1520/HAA 505, CAT C MDA 1560/HAA 545, CAT D MDA 1580/HAA 565, CAT E MDA 1740/HAA 725. RWY 15 TDZE 1015. ARPT ELEV 1015.

FDC 7/8108 GRK FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX. VOR/DME RWY 15, AMDT 2A...S-15 MDA 1520/HAT 505 ALL CATS. CIRCLING CATS A/B MDA 1520/HAA 505, CAT C MDA 1560/HAA 545, CAT D MDA 1580/HAA 565, CAT E MDA 1740/HAA 725. TDZE 1015.

FDC 7/8107 GRK FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX. ILS RWY 15, AMDT 5A...S-ILS DA 1215/HAT 200 ALL CATS. S-LOC MDA 1480/HAT 465 ALL CATS. CIRCLING CATS A/B MDA 1520/HAA 505, CAT C MDA 1560/HAA 545, CAT D MDA 1580/HAA 565, CAT E MDA 1740/HAA 725. TDZE 1015.

FDC 7/8106 GRK FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX. NDB RWY 15, AMDT 5A...S-15 MDA 1660/HAT 645 ALL CATS. CIRCLING CATS A/B/C/D MDA 1660/HAA 645, CAT E MDA 1740/HAA 725. S-PAR DA 1215/HAT 200 ALL CATS. TDZE 1015.

FORT WORTH

Bourland Field

FDC 5/1248 50F FI/T BOURLAND FIELD, FORT WORTH, TX. GPS RWY 35 ORIG-A...S-35: STRAIGHT-IN MINIMUMS NA.

Fort Worth Alliance

FDC 8/4771 AFW FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. RNAV (GPS) RWY 16L, AMDT 1...LNAV/VNAV: DA 1163/HAT 448 ALL CATS. VISIBILITY 1 1/2 ALL CATS. LNAV: MDA 1220/HAT 505 ALL CATS. VISIBILITY CAT A/B 50, CAT C/D 1 1/2, CAT E 1 3/4. CIRCLING: MDA 1280/HAA 558 CAT A/B. VDP 1.4 NM TO RWY 16L. TEMPORARY DRILLING RIG 920 MSL 1.17 NM WEST OF RWY 16L.

Fort Worth Spinks

FDC 8/7544 FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 17R, ORIG...LNAV/VNAV DA 1172/HAT 472, VIS 1 3/4 ALL CATS. LNAV MDA 1160/ HAT 460 ALL CATS. CIRCLING MDA 1340/HAA 640 ALL CATS. VDP TO RW17R: 1.32 NM. CRANE 972 MSL 2 NM SE OF RWY 17R, 845 MSL TEMPORARY RIG 3265 FEET EAST OF APPROACH END RWY 17R.

FDC 8/3659 FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. ILS RWY 35L, AMDT 1A...CIRCLING MDA 1340/HAA 640 ALL CATS. KFTW ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1360/HAA 660 ALL CATS. CRANE 972 FEET MSL 1.1NM SE OF RWY 35L.

FDC 8/3632 FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 35L, ORIG...LPV DA 1212/HAT 515, VIS 1 1/4 ALL CATS. LNAV/VNAV DA 1348/HAT 651, VIS 1 3/4 ALL CATS. CRANE 972 MSL 1.1 NM SE OF RWY 35L.

GEORGETOWN

Georgetown Muni

FDC 8/4829 GTU FI/T GEORGETOWN MUNI, GEORGETOWN, TX. GPS RWY 29, ORIG...S-29 MDA 1220/HAT 443, VIS CAT C 1 1/4, VDA 3.01/TCH 45, VDP 1.3 NM TO RWY 29; NEW TOWER, 910 MSL, 3.38 NM SE RWY 29.

GLADEWATER

Gladewater Muni

FDC 6/9037 07F FI/T GLADEWATER MUNI, GLADEWATER, TX. VOR/DME OR GPS RWY 14, AMDT 2B...FROM GREGG COUNTY (GGG) VORTAC R-305 (IAF) (OTTUV) CCW 24 DME ARC TO GGG R-295 (CFDSH) MINIMUM ALTITUDE 2500. FROM OTTIF GGG R-253 (IAF) CW 24 DME ARC TO GGG R-295 (CFDSH) MINIMUM ALTITUDE 2500. PROFILE VIEW MINIMUM ALTITUDE AT GGG R-295/24 DME (CFDSH) 2500.

GRAFORD

Possum Kingdom

FDC 8/1408 F35 FI/T POSSUM KINGDOM, GRAFORD, TX. NDB OR GPS A, AMDT 1...FAF ALTITUDE 2400. CIRCLING CATS B/C MDA 1860/HAA 852. VIS CAT B 1 1/4, CAT C 2 1/2. FORT WORTH MEACHAM ALTIMETER SETTING CIRCLING CAT A 1820/HAA 812, CATS B/C MDA 1980/HAA 972. VIS CAT B 1 1/2, CAT C 3.

GRAND PRAIRIE

Grand Prairie Muni

FDC 8/9707 GPM FI/T GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1040/HAT 452 ALL CATS. TEMPORARAY RIG 740 MSL 3.3 NM S OF RWY 35.

GRUVER

Gruver Muni

FDC 8/8883 E19 FI/T GRUVER MUNI, GRUVER, TX. VOR/DME OR GPS B, ORIG...VOR/DME PORTION NA.

HARLINGEN

Valley Intl

FDC 8/6857 HRL FI/T VALLEY INTL, HARLINGEN, TX. ILS OR LOC RWY 17R, ORIG...ADD NOTE: S-ILS 17R VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

HEBBRONVILLE

Jim Hogg County

FDC 8/5110 HBV FI/T JIM HOGG COUNTY, HEBBRONVILLE, TX. NDB RWY 13, AMDT 3...S-13 MDA 1420/HAT 759 CATS A/B/C. CIRCLING CATS A/B/C MDA 1420/HAA 757.

HENDERSON

Rusk County

FDC 8/8636 F12 FI/T RUSK COUNTY, HENDERSON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 30, 200-2 OR STANDARD WITH A MINIMUM CLIMB OF 322 FT PER NM TO 800. TEMPORARY DRILLING RIG 154 FT AGL/ 638 FT MSL, 1.09 NM NNW OF THE APPROACH END RWY 12 REST OF PROCEDURE REMAINS AS PUBLISHED.

FDC 8/6173 RFI FI/T RUSK COUNTY, HENDERSON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 30, CLIMB HEADING 300 TO 2100 BEFORE TURNING RIGHT.

FDC 8/6172 RFI FI/T RUSK COUNTY, HENDERSON, TX. NDB B, ORIG-B...GREGG COUNTY (GGG) VORTAC TO HENDERSON (HNO) NDB MINIMUM ALTITUDE 2800. PIPES INT TO HENDERSON (HNO) NDB MINIMUM ALTITUDE 2800. PROCEDURE TURN UNTIL ESTABLISHED ON 164 COURSE INBOUND MINIMUM ALTITUDE 2800. MISSED APPROACH: CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 2800 DIRECT HNO NDB AND HOLD. CONTINUE CLIMB IN HOLD.

FDC 8/6171 RFI FI/T RUSK COUNTY, HENDERSON, TX. RNAV (GPS) RWY 16, ORIG...PIPES INT TO AHOTO MINIMUM ALTITUDE 2800. GREGG (GGG) VORTAC (IAF) TO AHOTO MINIMUM ALTITUDE 2800. HOLD IN LIEU OF PROCEDURE TURN AT AHOTO (IF/IAF) MINIMUM ALTITUDE 2800. LNAV MDA 1080/HAT 638 ALL CATS, VISIBILITY CAT C 1 3/4. CIRCLING MDA 1080/HAA 638 CAT A. MISSED APPROACH: CLIMBING RIGHT TURN TO 2800 DIRECT AHOTO WP AND HOLD. CONTINUE CLIMB IN HOLD.

FDC 8/4016 RFI FI/T RUSK COUNTY, HENDERSON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...R12: 200-1 OR TAKEOFF NA. R34: 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 440 FEET PER NM TO 800. TEMPORARY CRANE 598 MSL, 3574 FEET SE OF RWY 30. TEMPORARY RIG 616 MSL 4411 FEET NW OF APPROACH END RWY 16.

HOUSTON

Dan Jones Intl

FDC 8/2425 T51 FI/T DAN JONES INTL, HOUSTON, TX. VOR/DME C, ORIG...CIRCLING MDA 1080/HAA 914 ALL CATS. VISIBILITY CAT-A 1 1/4.

David Wayne Hooks Memorial

FDC 8/8162 DWH FI/T DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 35L, MULTIPLE TREES AND POLES BEGINNING 144 FROM DEPARTURE END OF RUNWAY, 32 LEFT OF CENTERLINE, UP TO 79 AGL/238 MSL. MULTIPLE HANGERS AND BUILDINGS 85 FROM DEPARTURE END OF RUNWAY, 9 LEFT OF CENTERLINE, UP TO 53 AGL/202 MSL. MULTIPLE TREES TOWER AND POLES BEGINNING 100 FROM DEPARTURE END OF RUNWAY, 123 RIGHT OF CENTERLINE, UP TO 107 AGL/254 MSL. VEHICLE AND ROAD 315 FROM DEPARTURE END OF RUNWAY, ON CENTERLINE, 15 AGL/166 MSL. BUILDING 894 FROM DEPARTURE END OF RUNWAY, 231 RIGHT OF CENTERLINE, 23 AGL/173 MSL.

FDC 8/4785 DWH FI/T DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. VOR/DME RNAV RWY 35L, AMDT 4...S-35L MDA 660/HAT 508 ALL CATS, VISIBILITY CAT C 1 1/2. CIRCLING MDA 660/ HAA 508 CAT A. GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS. S-35L MDA 700/HAT 548 ALL CATS. CIRCLING MDA 700/HAA 548 CAT A. TEMPORARY CRANE 358 MSL 5.32 NM S OF RWY 35L.

Ellington Field

FDC 8/1176 EFD FI/T ELLINGTON FIELD, HOUSTON, TX. TACAN RWY 22, AMDT 1...SONAR FIX DME ONLY.

FDC 7/9974 EFD FI/T ELLINGTON FIELD, HOUSTON, TX. RNAV (GPS) RWY 22, ORIG...LNAV MDA 480/HAT 449 ALL CATS, VIS CAT C RVR 4000. VDP AT 1.3 MILES TO RW22. TEMPORARY CRANE 164 MSL 3518 FEET E OF RWY 22.

George Bush Intercontinental/Houston

FDC 8/0929 IAH FI/T GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. RNAV (GPS) Z RWY 9, AMDT 2A...LNAV/VNAV DA 615/HAT 524 ALL CATS. VIS RVR 6000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT E VISIBILITY TO 1 3/4. TEMPORARY CRANE 264 MSL, 5144 FEET NNW OF APPROACH END RWY 9.

FDC 3/1703 IAH FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. EFFECTIVE IMMEDIATELY UNTIL FURTHER ADVISED. PURSUANT TO A SPECIAL DELEGATION OF AUTHORITY TO GRANT WAIVERS, THE FAA AIR TRAFFIC PROCEDURES DIVISION MANAGER (ATP-120) HAS GRANTED A WAIVER TO FAA ORDER 7110.65 THAT HAS AUTHORIZED BUSH INTER- CONTINENTAL TRACON TO CONDUCT PARALLEL DEPENDENT AND SIMULTANEOUS INDEPENDENT ILS APPROACHES, DUAL AND TRIPLE, TO RWYS 26L/26R/27 AND/OR RWYS 8L/8R/9, WHILE APPROPRIATELY EQUIPPED AIR CARRIER AIRCRAFT ARE CONDUCTING SPECIAL INSTRUMENT APPROACH PROCEDURE, AREA NAVIGATION RNAV (GPS)Y TO A SINGLE ADJACENT RUNWAY SIMULTANEOUSLY. QUESTIONS SHOULD BE DIRECTED TO HOUSTON APPROACH CONTROL, PLANS AND PROCEDURES DEPARTMENT, PHONE 281-230-8400.

Houston Executive

FDC 8/5099 TME FI/T HOUSTON EXECUTIVE, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18 NA.

Lone Star Executive

FDC 8/7862 CXO FI/T LONE STAR EXECUTIVE, HOUSTON, TX. ILS OR LOC RWY 14, AMDT 2A...NDB RWY 14, AMDT 2A...RNAV (GPS) RWY 32, ORIG-B...DELETE NOTE: CIRCLING NA AT NIGHT.

West Houston

FDC 8/9563 IWS FI/T WEST HOUSTON, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 15, BUILDING 177 FEET FROM DEPARTURE END OF RUNWAY, 399 FEET LEFT OF CENTERLINE, 18 AGL/126 MSL.

FDC 8/2649 IWS FI/T WEST HOUSTON, HOUSTON, TX. RNAV (GPS) Z RWY 33 ORIG...LNAV/VNAV MINIMUMS NA. CIRCLING: MDA 660/HAT 549 CAT A/B/C. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 8/2565 IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV RWY 33, AMDT 4...S-33 MINIMUMS NA. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 8/2564 IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV RWY 15, AMDT 4...S-15 MINIMUMS NA. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 8/2563 IWS FI/T WEST HOUSTON, HOUSTON, TX. RNAV (GPS) Y RWY 33, ORIG-A...LNAV MINIMUMS NA. CIRCLING MDA 660/HAT 549 CAT A/B/C. GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING LNAV MINIMUMS NA. CIRCLING MDA 720/HAT 609 CATS A/B/C, VIS CAT C 1 3/4. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 8/2562 IWS FI/T WEST HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 15, ORIG...LNAV/VNAV MINIMUMS NA. LNAV MINIMUMS NA. CIRCLING MDA 660/HAT 549 CAT A/B/C. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 8/2561 IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR D, ORIG-A...CIRCLING MDA 660/HAT 549 CAT A/B/C GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING CIRCLING MDA 720/HAT 609 CATS A/B/C, VIS CAT C 1 3/4 NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

William P Hobby

FDC 8/8480 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. VOR/DME RWY 30L, AMDT 17A...DESCENT ANGLE 2.93/TCH 71.

FDC 8/8479 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. RNAV (GPS) RWY 30L, AMDT 1...PROCEDURE NA.

FDC 8/8478 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. ILS RWY 30L, AMDT 5B...GS 3.00/TCH 58. VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/7151 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. VOR/DME RWY 30L, AMDT 17A...S-30L MDA 520/ HAT 477 ALL CATS, CAT C VIS RVR 6000, CAT D VIS 1 1/2, CAT E VIS 1 3/4.

FDC 8/7150 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. ILS RWY 30L, AMDT 5B...S-LOC 30L: MDA 520/ HAT 477 ALL CATS.

FDC 8/7149 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. RNAV (GPS) RWY 30L, AMDT 1...LNAV MDA 520/ HAT 477 ALL CATS. CIRCLING CAT A/B/C MDA 520/ HAA 474, CAT D MDA 600/ HAA 554.

FDC 7/2782 HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. ILS OR LOC RWY 4 AMDT 40...S-LOC 4: MDA 480/HAT 436 ALL CATS. VIS CAT D RVR 5000.

HUNTSVILLE

Huntsville Muni

FDC 6/4223 UTS FI/T HUNTSVILLE MUNI, HUNTSVILLE, TX. NDB OR GPS RWY 18, ORIG-A...MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT UTS NDB AND HOLD.

JUNCTION

Kimble County

FDC 7/7944 JCT FI/T KIMBLE COUNTY, JUNCTION, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 8, 17, 26, NA.

KERRVILLE

Kerrville Muni/Louis Schreiner Field

FDC 8/7767 ERV FI/T KERRVILLE MUNI/LOUIS SCHREINER FLD, KERRVILLE, TX. RNAV (GPS) RWY 12, ORIG...PROCEDURE NA.

LANCASTER

Lancaster

FDC 7/4913 LNC FI/T LANCASTER, LANCASTER, TX. RNAV (GPS) RWY 31, ORIG-A...LNAV/VNAV DA 963/HAT 471 VIS 1 3/4 CATS A/B.

LEVELLAND

Levelland Muni

FDC 8/8803 LLN FI/T LEVELLAND MUNI, LEVELLAND, TX. GPS RWY 17, ORIG-A...GPS RWY 35, ORIG-A...NDB RWY 35, AMDT 1C...CIRCLING MDA 4260/HAA 746 CAT B, VIS CAT B 1 1/4.

LONGVIEW

East Texas Rgnl

FDC 8/0832 GGG FI/T EAST TEXAS REGIONAL, LONGVIEW, TX. VOR/DME OR TACAN RWY 31, AMDT 7...VOR A, ORIG...CIRCLING MDA 860/HAA 495 CATS A/B/C.

FDC 8/0732 GGG FI/T EAST TEXAS REGIONAL, LONGVIEW, TX. ILS OR LOC RWY 13, AMDT 13...LOCALIZER RESTRICTED BEYOND 28 DEGREES LEFT OF COURSE.

LUBBOCK

Lubbock Preston Smith Intl

FDC 8/1969 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 17R, AMDT 16B...S-LOC-17R MDA 3700/HAT 418 ALL CATS VISIBILITY CAT C RVR 4000, CAT E RVR 5000 TEMPORARY CRANE 3395 MSL 1.06 NM NE OF RWY 17R.

FDC 8/1206 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 17R, AMDT 16B...TERMINAL ROUTE: PLAINVIEW (PVW) VOR/DME INITIAL PROCEDURE LEG NA.

FDC 7/0426 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RADAR-1, AMDT 7...S-17R MDA 3700/HAT 419 ALL CATS VISIBILITY CAT C RVR 4000. TEMPORARY CRANE 3395 MSL 1.06 NM NE OF RWY 17R.

FDC 7/0424 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV/VNAV DA 3732/HAT 450 ALL CATS VISIBILITY RVR 5000 ALL CATS. LNAV MDA 3700/HAT 418 ALL CATS VISIBILITY CAT C RVR 4000 VDP 1.14 NM TO RW17R. TEMPORARY CRANE 3395 MSL 1.06 NM NE OF RWY 17R.

LUFKIN

Angelina County

FDC 7/0471 LFK FI/T ANGELINA COUNTY, LUFKIN, TX. ILS OR LOC RWY 7, AMDT 2...DISREGARD ALL REFERENCES TO MIDDLE MARKER.

MADISONVILLE

Madisonville Muni

FDC 8/9636 51R FI/P MADISONVILLE MUNI, MADISONVILLE, TX. RNAV (GPS) RWY 18, ORIG.DELETE NOTE: GPS OR RNP-0.3 REQUIRED. MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 2100 DIRECT LOA VORTAC AND HOLD. THIS IS RNAV (GPS) RWY 18, ORIG-A.

MARSHALL

Harrison County

FDC 8/0883 ASL FI/T HARRISON COUNTY, MARSHALL, TX. GPS RWY 33, ORIG-F...S-33 MDA 840/HAT 491 ALL CATS. TEMPORARY RIG, 533 MSL, 2508 FEET SW OF APPROACH END RWY 33.

FDC 8/0882 ASL FI/T HARRISON COUNTY, MARSHALL, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 19, 300-1 OR NA. TEMPORARY RIG, 533 MSL, 3135 FEET FROM DEPARTURE END RWY 19.

MASON

Mason County

FDC 5/1703 T92 FI/T MASON COUNTY, MASON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE...TAKE OFF MINIMUMS: RWY 17, 800-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 252 FEET PER NM TO 2500. NOTE: RWY 35, T - L TOWER 4519 FEET FROM DER 362 FEET RIGHT OF CENTERLINE, 55 FEET AGL/ 1635 FEET MSL.

MC KINNEY

Collin County Rgnl At Mc Kinney

FDC 6/0083 TKI FI/T COLLIN COUNTY REGIONAL AT MC KINNEY, MC KINNEY, TX. VOR/DME A, ORIG-D...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMBING LEFT TURN TO 2400 DIRECT BYP R-212/21.9 DME AND HOLD.

MESQUITE

Mesquite Metro

FDC 8/0675 HQZ FI/T MESQUITE METRO, MESQUITE, TX. ILS OR LOC RWY 17, AMDT 1B...CHANGE NOTE TO READ: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING.

FDC 6/0230 HQZ FI/T MESQUITE METRO, MESQUITE, TX. LOC BC RWY 35, AMDT 2A...DISREGARD MAP 0.5 DME REFERENCE. FROM JECCA (JUG) NDB TO RWY 35: 2.70 DEGREES/ TCH 45.

MIDLAND

Midland Airpark

FDC 7/5093 MDD FI/T MIDLAND AIRPARK, MIDLAND, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 25, 300-2 OR STANDARD WITH A MINIMUM CLIMB OF 208 FEET PER NM TO 3100. ALL OTHER DATA REMAINS AS PUBLISHED.

Midland Intl

FDC 8/9704 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RADAR-1, AMDT 5...ASR 10 MDA 3380/HAT512 ALL CATS. VIS CAT C RVR 5000, VIS CAT E RVR 6000. ASR 16R MDA 3380/HAT 509 ALL CATS. VIS CATS C/D 1 1/2, CAT E 1 3/4. TEMPORARY DRILLING RIG 3075 MSL 2.11 NM NW OF AIRPORT. TEMPORARY DRILLING RIG 3075 MSL 2.20 NM NW OF AIRPORT. TEMPORARY DRILLING RIG 3055 MSL 1.91 NM NW OF AIRPORT. TEMPORARY DRILLING RIG 3052 MSL 1.82 NM NW OF AIRPORT.

FDC 8/9204 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. VOR OR TACAN RWY 16R, AMDT 22B...S-16R MDA 3380/509 HAT ALL CATS. VIS CATS C/D 1 1/2, CAT E 1 3/4. CATS A/B/C CIRCLING MDA 3440/569 HAA. TEMPORARY DRILLING RIG 3075 MSL 2.2 NM NW OF AIRPORT. TEMPORARY DRILLING RIG 3055 MSL 1.91 NM NW OF AIRPORT.

FDC 8/9198 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RNAV (GPS) RWY 16R, ORIG...LNAV MDA 3360/489 HAT ALL CATS. CAT D VIS 1 1/2. CIRCLING CATS A/B/C MDA 3440/HAA 569. TEMPORARY DRILLING RIG 3075 MSL 2.2 NM NW OF AIRPORT. TEMPORARY DRILLING RIG 3055 MSL 1.91 NM NW OF AIRPORT.

FDC 8/9196 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. ILS OR LOC RWY 10, AMDT 14B...RNAV (GPS) RWY 10, ORIG-A...RNAV (GPS) RWY 4, ORIG...RNAV (GPS) RWY 22, ORIG...RNAV (GPS) RWY 28, AMDT 1...RNAV (GPS) RWY 34L, ORIG...LOC BC RWY 28, AMDT 12B...VOR/DME OR TACAN RWY 34L, AMDT 9C...CIRCLING CATS A/B/C MDA 3440/HAA 569. TEMPORARY DRILLING RIG 3075 MSL 2.2 NM NW OF AIRPORT. TEMPORARY DRILLING RIG 3055 MSL 1.91 NM NW OF AIRPORT.

FDC 8/6851 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. ILS RWY 10, AMDT 14A...ADD NOTE: S-ILS 10 VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

FDC 8/3418 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RNAV (GPS) RWY 10, ORIG-A...LNAV/VNAV DA 3388/ HAT 520 ALL CATS. VIS RVR 6000 ALL CATS. TEMPORARY DRILLING RIG 1.21 NM NW OF THE APPROACH END RWY 10.

NEW BRAUNFELS

New Braunfels Muni

FDC 7/6041 BAZ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME RNAV RWY 31, ORIG...VOR/DME A, ORIG...PROCEDURE NA.

ODESSA

Odessa-Schlemeyer Field

FDC 8/4437 ODO FI/T ODESSA-SCHLEMEYER FIELD, ODESSA, TX. GPS RWY 20, ORIG...S-20 MDA 3420/HAT 416 ALL CATS. VISIBILITY CAT C 1 1/4. CIRCLING CAT B/C MDA 3580/HAA 576, CAT D MDA 3600/HAA 596. VDP 1.19 NM TO RW20.

FDC 8/4436 ODO FI/T ODESSA-SCHLEMEYER FIELD, ODESSA, TX. GPS B, ORIG...VOR A, AMDT 6...NDB RWY 20, AMDT 4...CIRCLING CAT B/C MDA 3580/HAA 576, CAT D MDA 3600/HAA 596.

ORANGE

Orange County

FDC 8/5995 ORG FI/T ORANGE COUNTY, ORANGE, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 4, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 438 FT PER NM TO 600.

PAMPA

Perry Lefors Field

FDC 8/1179 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. VOR/DME A, AMDT 2A...CIRCLING CATS A/B/C MDA 3760/HAA 515. VIS CAT B 1 1/4. BORGER ALTIMETER SETTING MINIMUMS: CIRCLING MDA 3820/HAA 575 ALL CATS, VIS CAT B 1 1/4.

FDC 8/1178 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. GPS RWY 17, ORIG-A...CIRCLING: CAT A/B/C MDA 3760/HAA 515. BORGER ALTIMETER SETTING MINIMUMS: CIRCLING MDA 3820/HAA 575 ALL CATS.

FDC 8/1177 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB RWY 17, AMDT 4A...S-17 MDA 3760/HAT 516 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 3760/HAA 515. BORGER ALTIMETER SETTING MINIMUMS: S-17 MDA 3820/HAT 576 ALL CATS. CIRCLING MDA 3820/HAA 575 ALL CATS.

PANHANDLE

Panhandle-Carson County

FDC 8/9146 T45 FI/T PANHANDLE-CARSON COUNTY, PANHANDLE, TX. VOR RWY 17, ORIG...S-17 MINIMUMS NA.

PERRYTON

Perryton Ochiltree County

FDC 8/7982 PYX FI/T PERRYTON OCHILTREE COUNTY, PERRYTON, TX. NDB OR GPS A, AMDT 3...CIRCLING CAT A MDA 3340/HAA 421, CAT B MDA 3480/HAA 561. AIRPORT ELEVATION 2919.

PLEASANTON

Pleasanton Muni

FDC 8/2658 PEZ FI/T PLEASANTON MUNI, PLEASANTON, TX. NDB A, AMDT 5B...PROCEDURE NA.

FDC 8/2656 PEZ FI/T PLEASANTON MUNI, PLEASANTON, TX. GPS RWY 34, ORIG...DELETE NOTE: USE KELLY AFB ALTIMETER SETTING.

PORT ISABEL

Port Isabel-Cameron County

FDC 8/5021 PIL FI/T PORT ISABEL-CAMERON COUNTY, PORT ISABEL, TX. VOR/DME B, AMDT 3...CIRCLING CATS A/B MDA 540/HAA 521.

SAN ANGELO

San Angelo Rgnl/Mathis Field

FDC 8/8790 SJT FI/P SAN ANGELO REGIONAL/MATHIS FLD, SAN ANGELO, TX. VOR/DME OR TACAN RWY 3, ORIG...DELETE PLANVIEW NOTE: RADAR REQUIRED. THIS IS VOR/DME OR TACAN RWY 3, ORIG-A.

SAN ANTONIO

San Antonio Intl

FDC 8/1146 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 3, AMDT 20...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 1300 FEET MSL.

FDC 8/0989 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. RNAV (GPS) RWY 3, AMDT 1...RNAV (GPS) RWY 30L, AMDT 1...CIRCLING CATS A/B/C MDA 1380/HAA 571, CAT D MDA 1440/HAA 631.

FDC 8/0988 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 3, AMDT 20...ILS OR LOC RWY 30L, AMDT 10...CIRCLING CATS A/B/C MDA 1380/HAA 571, CAT D MDA 1440/HAA 631. ALTERNATE MINIMUMS: ILS CAT D, 700-2.

FDC 8/0925 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 12R, AMDT 14...JUPAG FIX MINIMUMS, DME REQUIRED.

FDC 8/0779 SAT FI/P SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 12R, AMDT 14. CORRECT MISSED APPROACH ICONS: CHANGE MISSED APPROACH ALTITUDE TO 3100 VICE 3000.

SEMINOLE

Gaines County

FDC 7/8044 GNC FI/T GAINES COUNTY, SEMINOLE, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35, NA.

FDC 7/7043 GNC FI/T GAINES COUNTY, SEMINOLE, TX. RNAV (GPS) RWY 35, ORIG...TERMINAL ARRIVAL AREA 080/30 CLOCKWISE 170/30 TO CIFZE MINIMUM ALTITUDE 5400.

SHERMAN/DENISON

Grayson County

FDC 8/8660 GYI FI/T GRAYSON COUNTY, SHERMAN/DENISON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 17L - CLIMB HEADING 176 TO 1800 BEFORE TURNING RIGHT.

SPEARMAN

Spearman Muni

FDC 5/9644 E42 FI/T SPEARMAN MUNI, SPEARMAN, TX. VOR/DME OR GPS RWY 2, ORIG-A...FAF MATTS/BGD 20.00 DME TO MAP (MABIC)/BGD 25.90 DME COURSE 010.

STRATFORD

Stratford Field

FDC 8/7667 H70 FI/T STRATFORD FIELD, STRATFORD, TX. VOR/DME OR GPS A, AMDT 4...VOR/DME PORTION: NA.

TAYLOR

Taylor Muni

FDC 8/4987 T74 FI/T TAYLOR MUNI, TAYLOR, TX. VOR/DME RWY 17, ORIG...S-17 MINIMUMS NA CATS A, B CIRCLING MDA 1240/HAA 640 CATS A, B AIRPORT ELEVATION 600 TOUCHDOWN ZONE ELEVATION 600.

TEMPLE

Draughon-Miller Central Texas Rgnl

FDC 8/9656 TPL FI/T DRAUGHON-MILLER CENTRAL TEXAS REGIONAL, TEMPLE, TX. RNAV (GPS) RWY 33, AMDT 1...LNAV MDA 1100/HAT 425 ALL CATS. VISIBILITY CAT C 1 1/4. VDP 1.27 NM TO RWY 33.

FDC 8/9655 TPL FI/T DRAUGHON-MILLER CENTRAL TEXAS REGIONAL, TEMPLE, TX. VOR RWY 33, AMDT 3...S-33 MDA 1100/425 HAT ALL CATS. VISIBILITY CAT C 1 1/4. VDP 5.34 DME FROM TPL VOR/DME.

VAN HORN

Culberson County

FDC 8/9836 VHN FI/T CULBERSON COUNTY, VAN HORN, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, VHN NDB OTS.

VERNON

Wilbarger County

FDC 6/6390 F05 FI/T WILBARGER COUNTY, VERNON, TX. NDB OR GPS RWY 20 ORIG...TERMINAL ROUTE CHILDRESS (CDS) VORTAC TO WILBARGER (VRT) NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

VICTORIA

Victoria Rgnl

FDC 8/5499 VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR/DME OR GPS RWY 30R, AMDT 5B...VICTORIA (VCT) VOR/DME TO FENCE/10 DME (IAF) MINIMUM ALTITUDE 2100.

FDC 8/2752 VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR OR GPS RWY 12L, AMDT 15...S-12L MDA 600/HAT 485 ALL CATS. CIRCLING MDA 600/HAA 485 CATS A/B/C.

FDC 8/2751 VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR/DME OR GPS RWY 30R, AMDT 5B...VOR OR GPS RWY 12L, AMDT 15...MINIMUM SAFE ALTITUDE WITHIN 25 NM OF VICTORIA (VCT) VOR/DME 2300.

FDC 7/7307 VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR/DME OR GPS RWY 30R, AMDT 5B...S-30R MDA 480/HAT 374 ALL CATS. VDP AT VCT 5.7 DME TO RW30R.

WACO

Mc Gregor Executive

FDC 8/9183 PWG FI/T MC GREGOR EXECUTIVE, WACO, TX. RNAV (GPS) RWY 35, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT.

Waco Rgnl

FDC 6/1009 ACT FI/T WACO REGIONAL, WACO, TX. GPS RWY 1, ORIG-B...MDA 920 HAT 409 ALL CATS VISIBILITY CAT C/D 1 1/4.

FDC 6/1008 ACT FI/T WACO REGIONAL, WACO, TX. RADAR-1, AMDT 3. RWY 1: MDA 940 HAT 429 ALL CATS VISIBILITY CAT C 1 1/4 CAT D 1 1/2.

WINK

Winkler County

FDC 7/5121 INK FI/T WINKLER COUNTY, WINK, TX. VOR OR GPS RWY 13, AMDT 9...S-13 MINIMUMS NA. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT: 1. USE MIDLAND ALTIMETER SETTING. 2. INCREASE ALL MDAS 240 FEET. 3. ALTERNATE MINIMUMS NA. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED USE MIDLAND ALTIMETER SETTING AND INCREASE ALL MDAS 240 FEET AND VISIBILITY CAT C 1/2 MILE, ALTERNATE MINIMUMS NA.

WINTERS

Winters Muni

FDC 8/2749 77F FI/T WINTERS MUNI, WINTERS, TX. NDB OR GPS RWY 35, ORIG...PROCEDURE TURN MINIMUM ALTITUDE 3300.

YOAKUM

Yoakum Muni

FDC 5/9307 T85 FI/T YOAKUM MUNI, YOAKUM, TX. NDB RWY 31 AMDT 3...PROCEDURE NA.

UTAH

BRIGHAM CITY

Brigham City

FDC 7/1161 BMC FI/T BRIGHAM CITY, BRIGHAM CITY, UT. NDB RWY 34, AMDT 6A...MISSED APPROACH: CLIMBING LEFT TURN TO 7800 VIA 189 BEARING FROM BMC NDB TO KONNE INT THEN DIRECT OGD VORTAC AND HOLD.

KANAB

Kanab Muni

FDC 8/3856 KNB FI/T KANAB MUNI, KANAB, UT. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...USE KACIR ONE (RNAV) DEPARTUE.

MILFORD

Milford Muni/Ben And Judy Briscoe Field

FDC 7/7438 MLF FI/T MILFORD MUNI/BEN AND JUDY BRISCOE FIELD, MILFORD, UT. VOR OR GPS A, AMDT 3B...MISSED APPROACH: CLIMB TO 7000 VIA MLF R-344, THEN CLIMBING RIGHT TURN TO 9300 VIA R-007 TO MLF VORTAC AND HOLD.

OGDEN

Ogden-Hinckley

FDC 7/9491 OGD FI/T OGDEN-HINCKLEY, OGDEN, UT. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 16, HANGER 540 FEET FROM DEPARTURE END OF RUNWAY, 445 FEET RIGHT OF CENTERLINE, 42 FEET AGL/4498 FEET MSL. LIGHT POLE 542 FEET FROM DEPARTURE END OF RUNWAY, 351 FEET LEFT OF CENTERLINE, 40 FEET AGL/4496 FEET MSL. LIGHT POLE 671 FEET FROM DEPARTURE END OF RUNWAY, 382 FEET LEFT OF CENTERLINE, 40 FEET AGL/ 4497 FEET MSL. OL ON LT POLE 676 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET LEFT OF CENTERLINE, 40 FEET AGL/4497 FEET MSL. SIGN 1195 FEET FROM DEPARTURE END OF RUNWAY, 131 FEET LEFT OF CENTERLINE 40 FEET AGL/4506 FEET MSL. POLE 1200 FEET FROM DEPARTURE END OF RUNWAY, 123 FEET LEFT OF CENTERLINE, 43 FEET AGL/4503 FEET MSL. SIGN 1855 FEET FROM DEPARTURE END OF RUNWAY, 19 FEET RIGHT OF CENTERLINE, 40 FEET AGL/4513 FEET MSL. OL ON LT POLE 796 FEET FROM DEPARTURE END OF RUNWAY, 155 FEET LEFT OF CENTERLINE, 40 FEET AGL/4484 FEET MSL. POLE 1098 FEET FROM DEPARTURE END OF RUNWAY, 47 FEET LEFT OF CENTERLINE, 29 FEET AGL/4489 FEET MSL.

PROVO

Provo Muni

FDC 7/1153 PVU FI/T PROVO MUNI, PROVO, UT. VOR/DME RWY 13, AMDT 1A...MISSED APPROACH: CLIMB TO 9400 DIRECT PVU VOR/DME AND R-130 TO ZIPUT/5.9 DME. THEN CLIMBING RIGHT TURN VIA HEADING 330 AND FFU VORTAC R-110 TO FFU VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 9400.

FDC 7/1152 PVU FI/T PROVO MUNI, PROVO, UT. VOR RWY 13, AMDT 3A...MISSED APPROACH: CLIMBING RIGHT TURN TO 9400 VIA PVU VOR/DME R-228 AND FFU VORTAC R-200 TO FFU VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 9400.

SALT LAKE CITY

Salt Lake City Intl

FDC 8/9819 SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 9. TAKEOFF MINIMUMS: RWY 14, NA - OPERATIONAL. TEXTUAL DEPARTURE PROCEDURE: RWY 16L/R, 17, 32, 34L/R,35 - USE SALT LAKE DEPARTURE.

FDC 8/1303 SLC FI/P SALT LAKE CITY INTL, SALT LAKE CITY, UT. NSIGN ONE DEPARTURE (NSIGN1.NSIGN)...CORRECT TRANSITION MOCA FROM FRALL TO MUCKI: CHANGE TO (ASTERISK) 11800 VICE (ASTERISK) 11700.

FDC 8/1078 SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS RWY 17, AMDT 12B...S-LOC 17 MDA 4700 / HAT 481 ALL CATS. VIS CAT D 5000, CAT E 6000. FOR INOPERATIVE MALSR INCREASE S-LOC 17 CAT E VISIBILITY TO 1 3/4.

TOOELE

Bolinder Field-Tooele Valley

FDC 8/7045 TVY FI/T BOLINDER FIELD-TOOELE VALLEY, TOOELE, UT. ILS OR LOC/DME RWY 17, ORIG...ALTERNATE MINIMUMS NA.

FDC 8/3092 TVY FI/P BOLINDER FIELD-TOOELE VALLEY, TOOELE, UT. NDB RWY 17, AMDT 1...MSA FROM TOOELE (TVY) NDB 010-280 12600, 280-010 9700. THIS IS NDB RWY 17, AMDT 1A.

VERMONT

BURLINGTON

Burlington Intl

FDC 8/7967 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. HI ILS/DME RWY 33, AMDT 2B...S-ILS 33 DA 640/HAT 305 ALL CATS. S-LOC 33 MDA 820/HAT 485 ALL CATS. UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 471 MSL 949 FEET SW OF RWY 33.

FDC 8/7966 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. ILS/DME RWY 33, ORIG-E...S-ILS 33 DA 640/HAT 305 ALL CATS. VIS CATS A/B RVR 5000. UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 471 MSL 949 FEET SW OF RWY 33.

FDC 8/2132 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. RNAV (GPS) RWY 1, ORIG...LNAV CATS A/B/C MDA 840/HAT 505. VIS CAT C 1 1/2. TEMPORARY CRANE 540 MSL 6060 FEET S OF RWY 1.

HIGHGATE

Franklin County State

FDC 8/9199 FSO FI/T FRANKLIN COUNTY STATE, HIGHGATE, VT. RNAV (GPS) RWY 19, ORIG.LNAV MDA MINIMUMS NA. DISREGARD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY, PLATTSBURGH, NY ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

FDC 8/9197 FSO FI/T FRANKLIN COUNTY STATE, HIGHGATE, VT. VOR/DME RWY 19, AMDT 4.S-19 MINIMUMS NA. DISREGARD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY, PLATTSBURGH, NY ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

FDC 7/0468 FSO FI/T FRANKLIN COUNTY STATE, HIGHGATE, VT. RNAV (GPS) RWY 1 AMDT 2...DISREGARD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY, PLATTSBURGH, NY ALTIMETER SETTING AND INCREASE ALL DA(S)/MDA(S) 80 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

RUTLAND

Rutland - Southern Vermont Rgnl

FDC 8/2310 RUT FI/T RUTLAND STATE, RUTLAND, VT. LOC/DME RWY 19, ORIG...S-19 MDA 2520/HAT 1733 ALL CATS, VIS CAT C 3. CIRCLING MDA 2520/HAA 1733 ALL CATS. PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA.

VIRGIN ISLANDS

CHRISTIANSTED

Henry E Rohlsen

FDC 6/5533 STX FI/T HENRY E. ROHLSEN, CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA.

VIRGINIA

ABINGDON

Virginia Highlands

FDC 8/2856 VJI FI/T VIRGINIA HIGHLANDS, ABINGDON, VA. LOC RWY 24, AMDT 2A...MINIMUM HOLDING ALTITUDE AT WHINE/INT 4000 MINIMUM ALTITUDE AT WHINE (FAF) 3700 CIRCLING MDA 2860/HAA 773 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2 DME MINIMUMS S-LOC 24 MDA 2640/HAT 552 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 2860/HAA 773 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2 MISSED APPROACH: CLIMBING RIGHT TURN TO 4000 DIRECT WHINE NDB/INT AND HOLD. WHINE TO RW24: 3.18/55 VGSI AND DESCENT ANGLES NOT COINCIDENT. INOPERTIVE TABLE DOES NOT APPLY.

FDC 8/2855 VJI FI/T VIRGINIA HIGHLANDS, ABINGDON, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 6, CLIMB VIA HEADING 061 TO 4000 BEFORE TURNING ON COURSE. RWY 24, CLIMB VIA HEADING 241 TO 4000 BEFORE TURNING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

CHARLOTTESVILLE

University Of Virginia Hospital

FDC 8/9296 8VA5 FI/T UNIV OF VIRGINIA HOSPITAL HELIPORT, CHARLOTTESVILLE, VA. (SPECIAL) COPTER RNAV 082, ORIG.PROCEED VISUALLY NA. PROCEED VFR FROM UDINY TO LANDING SITE OR CONDUCT THE SPECIFIED MISSED APPROACH. BUILDING 100 AGL/606 MSL (APPROXIMATE HEIGHT) 175 SOUTHWEST OF HELIPAD.

CHASE CITY

Chase City Muni

FDC 8/6720 CXE FI/T CHASE CITY MUNI, CHASE CITY, VA. RNAV (GPS) RWY 36, ORIG-A...PROCEDURE NA.

FDC 8/6719 CXE FI/T CHASE CITY MUNI, CHASE CITY, VA. RNAV (GPS) RWY 18, ORIG...PROCEDURE NA.

CLARKSVILLE

Marks Muni

FDC 7/3841 W63 FI/T MARKS MUNI, CLARKSVILLE, VA. VOR/DME A, ORIG...PROCEDURE NA.

FDC 6/6411 W63 FI/T MARKS MUNI, CLARKSVILLE, VA. GPS RWY 4, ORIG...CIRCLING RWY 22 NA.

DANVILLE

Danville Rgnl

FDC 8/5994 DAN FI/T DANVILLE REGIONAL, DANVILLE, VA. VOR RWY 20, AMDT 1...EDWIN TO RW20: 3.20/50.

DUBLIN

New River Valley

FDC 7/5069 PSK FI/T NEW RIVER VALLEY, DUBLIN, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 24, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 310 PER NM TO 2400 NOTE: 2250 TOWER 0.84 NM FROM DEPARTURE END OF RWY 24.

FRANKLIN

Franklin Muni-John Beverly Rose

FDC 8/5770 FKN FI/T FRANKLIN MUN-JOHN BEVERLY ROSE, FRANKLIN, VA. RNAV (GPS) RWY 27, ORIG...LNAV MDA 540/HAT 499 ALL CATS, VIS CATS A/B 1, CAT D 1 1/2. DISREGARD NOTE INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT C.

FDC 8/5768 FKN FI/T FRANKLIN MUN-JOHN BEVERLY ROSE, FRANKLIN, VA. VOR/DME RWY 27, AMDT 9D...S-27 VIS CAT A/B 1. DISREGARD NOTE INOPERATIVE TABLE DOES NOT APPLY TO CAT C.

FDC 8/5010 FKN FI/T FRANKLIN MUN-JOHN BEVERLY ROSE, FRANKLIN, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 27 STANDARD. RWY 22 NA. DEPARTURE PROCEDURE: RWY 14 NA.

FREDERICKSBURG

Shannon

FDC 8/0190 EZF FI/T SHANNON, FREDERICKSBURG, VA. NDB RWY 24, AMDT 2B...GPS RWY 24, ORIG-A...PROCEDURE NA.

HOT SPRINGS

Ingalls Field

FDC 8/7526 HSP FI/T INGALLS FIELD, HOT SPRINGS, VA. ILS RWY 25, AMDT 3...CIRCLING MDA 4840/HAA 1048 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3.

FDC 8/7525 HSP FI/T INGALLS FIELD, HOT SPRINGS, VA. GPS RWY 7, ORIG-A...S-7 NA.

LAWRENCEVILLE

Lawrenceville/Brunswick Muni

FDC 7/6876 LVL FI/T LAWRENCEVILLE/BRUNSWICK MUNI, LAWRENCEVILLE, VA. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

FDC 7/6875 LVL FI/T LAWRENCEVILLE/BRUNSWICK MUNI, LAWRENCEVILLE, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

LURAY

Luray Caverns

FDC 8/5007 W45 FI/T LURAY CAVERNS, LURAY, VA. RNAV (GPS) RWY 22, ORIG...LNAV MINIMUMS NA.

MARION/WYTHEVILLE

Mountain Empire

FDC 8/3467 MKJ FI/T MOUNTAIN EMPIRE, MARION/WYTHEVILLE, VA. RNAV (GPS) RWY 26, ORIG...CIRCLING: CAT A/B MDA 3560/HAA 1002, CAT C MDA 3660/ HAA 1102, VIS CAT C 3. STRAIGHT-IN/CIRCLING MINIMUMS TO RWY 26 NA AT NIGHT. ALTERNATE MINIMUMS: CAT A/B 1100-2, CAT C 1200-3.

FDC 8/3466 MKJ FI/T MOUNTAIN EMPIRE, MARION/WYTHEVILLE, VA. LOC RWY 26, AMDT 1B...CIRCLING: CAT A/B MDA 3560/HAA 1002, CAT C MDA 3660/HAA 1102. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. STRAIGHT-IN/CIRCLING MINIMUMS TO RWY 26 NA AT NIGHT.

MARTINSVILLE

Blue Ridge

FDC 8/5588 MTV FI/T BLUE RIDGE, MARTINSVILLE, VA. RNAV (GPS) RWY 12, ORIG...STRAIGHT IN PROCEDURE NA AT NIGHT.

MELFA

Accomack County

FDC 8/7024 MFV FI/T ACCOMACK COUNTY, MELFA, VA. LOC RWY 3, ORIG...PROCEDURE NA.

MONETA

Smith Mountain Lake

FDC 8/7104 W91 FI/T SMITH MOUNTAIN LAKE, MONETA, VA. VOR/DME OR GPS RWY 23, ORIG-A...S-23 MINIMUMS NA MISSED APPROACH: CLIMB TO 3000 THEN RIGHT TURN VIA HEADING 110 AND LYH VORTAC R-247 TO JOBOR AND HOLD.

NORFOLK

Hampton Roads Executive

FDC 7/5386 PVG FI/T HAMPTON ROADS EXECUTIVE, NORFOLK, VA. RNAV (GPS) RWY 10, ORIG...CIRCLING RWY 28 NA.

FDC 7/5384 PVG FI/T HAMPTON ROADS EXECUTIVE, NORFOLK, VA. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA.

FDC 7/5383 PVG FI/T HAMPTON ROADS EXECUTIVE, NORFOLK, VA. NDB RWY 2, AMDT 7...CIRCLING RWY 28 NA.

Norfolk Intl

FDC 8/1033 ORF FI/T NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 23, ORIG-B...LNAV/VNAV DA MINIMUMS NA CHANGE INOPERATIVE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LNAV ALL CATS VISIBILITY 1/4 MILE.

FDC 8/1031 ORF FI/T NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 32, ORIG-A...LNAV/VNAV DA 504/HAT 479, VIS 1 3/4 ALL CATS. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1030 ORF FI/T NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 14, ORIG-A...LNAV MDA 440/HAT 415 ALL CATS. VIS CAT C 1 1/4.

FDC 8/1029 ORF FI/T NORFOLK INTL, NORFOLK, VA. VOR/DME RWY 32, AMDT 4D...S-32 MDA 460/HAT 435 ALL CATS. VIS CAT D 1 1/2. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1028 ORF FI/T NORFOLK INTL, NORFOLK, VA. ILS RWY 23, AMDT 6E...S-LOC 23 MDA 420/HAT 394 ALL CATS. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-LOC 23 VISIBILITY 1/4 MILE ALL CATS.

ORANGE

Orange County

FDC 8/5268 OMH FI/T ORANGE COUNTY, ORANGE, VA. VOR/DME OR GPS A, AMDT 2A...CIRCLING TO RWY 26 NA AT NIGHT.

FDC 8/5267 OMH FI/T ORANGE COUNTY, ORANGE, VA. GPS RWY 8, ORIG-A...S-8 HAT 659 ALL CATS CIRCLING TO RWY 26 NA AT NIGHT RWY 8 TDZE 461 AVADY TO RWY 8 3.23/39 VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA.

PETERSBURG

Dinwiddie County

FDC 8/2800 PTB FI/T DINWIDDIE COUNTY, PETERSBURG, VA. LOC RWY 5, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FAK VOR OTS.

FDC 8/0219 PTB FI/T DINWIDDIE COUNTY, PETERSBURG, VA. LOC RWY 5 AMDT 2...VOR RWY 23 AMDT 6...RNAV (GPS) RWY 5 AMDT 1...RNAV (GPS) RWY 23 AMDT 1...CIRCLING TO RWY 32 NA AT NIGHT.

QUINTON

New Kent County

FDC 6/9056 W96 FI/T NEW KENT COUNTY, QUINTON, VA. RNAV (GPS) RWY 10, ORIG-A...RNAV (GPS) RWY 28, ORIG-A...LNAV MDA MINIMUMS NA.

RICHLANDS

Tazwell County

FDC 8/1349 6V3 FI/T TAZWELL COUNTY, RICHLANDS, VA NEW AIRPORT ID: KJFZ - TAZWELL COUNTY. LOC/DME RWY ORIG...PROCEDURE NA. I-JFZ OTS.

RICHMOND

Chesterfield County

FDC 8/6327 FCI FI/P CHESTERFIELD COUNTY, RICHMOND, VA. RNAV (GPS) RWY 33, ORIG...LPV DA 511/HAT 293 ALL CATS. LNAV/VNAV DA 599/HAT 381 ALL CATS, VISIBILITY ALL CATS 1. LNAV MDA 720/HAT 502 ALL CATS, VISIBILITY CAT C 1. DELETE: VDP 1.3NM TO RW33, LNAV ONLY CHART: VDP 1.48NM TO RW33, LNAV ONLY DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY TO 1 ALL CATS AND LNAV/VNAV CAT D VISIBILITY TO 1. CHART NOTE: FOR INOPERATIVE MALSR INCREASE LPV ALL CATS VISIBILITY TO 1. DELETE NOTE: BARO-VNAV NA BELOW -15C (5F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F). CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JUNKI VIA V454 NORTHEAST BOUND. THIS IS RNAV (GPS) RWY 33, ORIG-A.

Richmond Intl

FDC 8/9470 RIC FI/T RICHMOND INTL, RICHMOND, VA. ILS OR LOC RWY 16, AMDT 8A.DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. FAK VORTAC OTS.

FDC 8/7252 RIC FI/T RICHMOND INTL, RICHMOND, VA. ILS OR LOC RWY 34, AMDT 13C...ILS RWY 34 (CAT II), AMDT 13C...ILS RWY 34 (CAT III), AMDT 13C...ILS RWY 2, AMDT 1...VOR RWY 2, AMDT 5C...VOR RWY 34, AMDT 23A...MISSED APPROACH FIX EPICS FAK R-066 NA. EPICS FIX MAKEUP RIC VORTAC R-018/17.3 DME AND HCM VORTAC R-315.

FDC 8/0503 RIC FI/T RICHMOND INTL, RICHMOND, VA. VOR RWY 2, AMDT 5C...S-2 MDA 560/HAT399 ALL CATS.

RICHMOND/ASHLAND

Hanover County Muni

FDC 8/0275 OFP FI/T HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. VOR RWY 16, AMDT 2A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FAK VOR OTS.

FDC 8/0092 OFP FI/T HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. LOC RWY 16, AMDT 3...PROCEDURE NA.

ROANOKE

Roanoke Rgnl/Woodrum Field

FDC 8/8427 ROA FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. RNAV (GPS) RWY 33, ORIG-B...LNAV MDA NA. CATS A/B/C CIRCLING MDA 1740/HAA 565. DESCENT ANGLE 4.05 DEGREES/TCH 63FT. VDP NA. MSA FROM TEXEE 5700.

FDC 8/8425 ROA FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. VOR/NDB RWY 33, ORIG...KNOLL OM MINIMA: CATS A/B/C CIRCLING MDA 1740/HAA 565.

FDC 8/7202 ROA FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. RNAV (GPS) RWY 6, ORIG...LNAV MDA VIS CATS A/B 1. MINIMUM ALTITUDE AT 4.2NM TO CAKIX 2780. VDP NA. INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B/D. PROCEDURE NA FOR ARRIVAL AT PSK VORTAC VIA V136-470 WESTBOUND, AND FOR ARRIVAL AT ZOOMS VIA V258 NORTHWEST BOUND. MSA FROM CAKIX 5700.

FDC 8/6939 ROA FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. RNAV (GPS) RWY 24, ORIG...LNAV MDA 2680/HAT 1510 ALL CATS. CIRCLING MDA 2680/HAA 1505 ALL CATS. VDP N/A. MSA FROM RW24 5700.

SOUTH BOSTON

William M Tuck

FDC 8/8225 W78 FI/T WILLIAM M TUCK, SOUTH BOSTON, VA. VOR OR GPS A, AMDT 7A...DME MINIMUMS: CIRCLING MDA 1100/HAA 680 ALL CATS. VISIBILITY CAT C 2.

FDC 8/8224 W78 FI/T WILLIAM M TUCK, SOUTH BOSTON, VA. GPS RWY 1, ORIG-A...CIRCLING MDA 980/HAA 560 ALL CATS DELET TO RW1: 3.14/52 VISIBILITY REDUCTION BY HELICOPTERS NA.

STAFFORD

Stafford Rgnl

FDC 8/4180 RMN FI/T STAFFORD REGIONAL, STAFFORD, VA. ILS OR LOC RWY 33, ORIG...DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 33 AND TO S-LOC 33 CATS B AND C. CIRCLING CAT D MDA 880/HAA 668.

FDC 8/4179 RMN FI/T STAFFORD REGIONAL, STAFFORD, VA. RNAV (GPS) RWY 33, AMDT 1...LPV DA 493/HAT 298 ALL CATS, VISIBILITY 1 ALL CATS. LNAV/VNAV DA 632/HAT 437 ALL CATS, VISIBILITY 1 1/2 ALL CATS. CHANGE NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV AND LNAV CAT C.

FDC 8/4178 RMN FI/T STAFFORD REGIONAL, STAFFORD, VA. VOR RWY 33, AMDT 1...CIRCLING CAT D MDA 880/HAA 668. ALTERNATE MINIMUMS NA.

STAUNTON/WAYNESBORO/HARRISONBURG

Shenandoah Valley Rgnl

FDC 8/0527 SHD FI/T SHENANDOAH VALLEY REGIONAL, STAUNTON/WAYNESBORO/HARRISONBURG, VA. NDB OR GPS RWY 5, AMDT 9C...CIRCLING CAT D MDA 1840/HAA 639.

FDC 8/0525 SHD FI/T SHENANDOAH VALLEY REGIONAL, STAUNTON/WAYNESBORO/HARRISONBURG, VA. ILS OR LOC RWY 5, AMDT 8B...S-LOC 5 MDA 1680/HAT 496 ALL CATS. CIRCLING CAT A/B/C MDA 1680/HAA 479, CAT D 1840/HAA 639. VGSI AND ILS GLIDEPATH NOT COINCEDENT.

SUFFOLK

Suffolk Executive

FDC 8/9411 SFQ FI/P SUFFOLK EXECUTIVE, SUFFOLK, VA. LOC RWY 4, AMDT 2...CORRECT PLANVIEW: CHANGE DISTANCE FROM ORF VORTAC TO FOVLU INT TO 28.9 VICE 8.9.

TANGIER

Tangier Island

FDC 8/7397 TGI FI/T TANGIER ISLAND, TANGIER, VA. VOR/DME OR GPS RWY 2, ORIG-C...VOR PORTION NA.

WINCHESTER

Winchester Rgnl

FDC 8/1633 OKV FI/T WINCHESTER REGIONAL, WINCHESTER, VA. VOR/DME OR GPS A, AMDT 4A...MSA MARTINSBURG (MRB) VORTAC 25NM R-240 CW R-330 4000 AND R-330 CW R240 3800.

WASHINGTON

EVERETT

Snohomish County (Paine Fld)

FDC 8/0452 PAE FI/T SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. ILS OR LOC/DME RWY 16R, AMDT 21...S-ILS 16R DH 786/HAT 216 ALL CATS. CIRCLING MDA 1100/HAA 494 CATS A/B/C.

MOSES LAKE

Grant Co Intl

FDC 8/9345 MWH FI/T GRANT COUNTY INTL, MOSES LAKE, WA. NDB RWY 32R, AMDT 17A...PROCEDURE NA.

PORT ANGELES

Port Angeles Cgas

FDC 8/9248 NOW FI/T PORT ANGELES CGAS, PORT ANGELES, WA. COPTER NDB OR GPS 237, ORIG-A.NDB PORTION NA.

FDC 8/2870 NOW FI/T PORT ANGELES CGAS, PORT ANGELES, WA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, EDIZ HOOK NDB OTS.

PUYALLUP

Pierce County - Thun Field

FDC 7/8544 PLU FI/T PIERCE COUNTY-THUN FIELD, PUYALLUP, WA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 16, LIGHT POLE 510 FROM DEPARTURE END OF RUNWAY, 566 RIGHT OF CENTERLINE, 40 AGL/552 MSL.

SEATTLE

Boeing Field/King County Intl

FDC 8/7270 BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 28C...LOC/DME RWY 13R, AMDT 1A...MISSED APPROACH: CLIMB TO 2000 VIA I-BFI SE COURSE TO COGAR/I-BFI 6 DME/SEA R-077, THEN CONTINUE CLIMB TO 6400 VIA I-BFI SE COURSE AND SEA R-104 TO BLAKO INT/SEA 11.8 DME AND HOLD (E,284.00 INBOUND, RT). CONTINUE CLIMB-IN-HOLD TO 6400.

FDC 8/4309 BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 31L, AMDT 1...LOC/DME RWY 13R, AMDT 1A...CIRCLING CATS B/C MDA 940/HAA 919, VIS CAT C 2 3/4. ALTERNATE MINIMUMS CAT B 1000-2, CAT C 1000-2 3/4. APT ELEV 21 FEET. TEMPORARY CRANE, 572 MSL, 1.49 NM N OR RWY 13L.

FDC 8/3350 BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 28C...FRONT COURSE UNUSABLE BEYOND 20 DEGREES LEFT OF COURSE.

Seattle-Tacoma Intl

FDC 8/0971 SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 34R, AMDT 1...ILS OR LOC RWY 34R (CAT II), AMDT 1...MISSED APPROACH: CLIMB TO 2000 VIA HEADING 341 DEGREES AND SEA VORTAC R-341 TO COYLA/SEA 4.7 DME/RADAR, THEN CLIMB TO 5000 VIA SEA VORTAC R-341 TO MGNUM/SEA 12.4 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

FDC 8/0970 SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 34C, AMDT 2...ILS OR LOC RWY 34C (CAT II), AMDT 2...MISSED APPROACH: CLIMB TO 2000 VIA HEADING 345 DEGREES AND SEA VORTAC R-341 TO COYLA/SEA 4.7 DME/RADAR, THEN CLIMB TO 5000 VIA SEA VORTAC R-341 TO MGNUM/SEA 12.4 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

FDC 8/0964 SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 16R, ORIG...ILS OR LOC RWY 16R (CAT II), ORIG...ILS OR LOC RWY 16R (CAT III), ORIG...MISSED APPROACH: CLIMB TO 2000 VIA HEADING 158 DEGREES AND SEA VORTAC R-161 TO TEBNE/SEA 2.4 DME/RADAR, THEN CLIMB TO 5000 VIA SEA VORTAC R-161 TO MILLT INT/SEA 11 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

FDC 8/0386 SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS RWY 16R (CAT III), ORIG...S-ILS 16R CAT IIIB RVR 600.

SPOKANE

Spokane Intl

FDC 8/5720 GEG FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21 (CAT III), AMDT 21...ADD NOTE: SPECIAL AUTOLAND EVALUATION REQUIRED.

FDC 6/3050 GEG FI/T SPOKANE INTL, SPOKANE, WA. RNAV (GPS) RWY 7 ORIG...RNAV (GPS) RWY 25 AMDT 1...LPV DA MINIMUMS NA.

FDC 6/2487 GEG FI/T SPOKANE INTL, SPOKANE, WA. RNAV (GPS) RWY 25, AMDT 1...LNAV/VNAV PROCEDURE NA.

WALLA WALLA

Walla Walla Rgnl

FDC 8/1334 ALW FI/T WALLA WALLA REGIONAL, WALLA WALLA, WA. NDB RWY 20, AMDT 5A...MAXIMUM PROCEDURE TURN ENTRY ALTITUDE 6000.

YAKIMA

Yakima Air Terminal/Mcallister Field

FDC 8/6752 YKM FI/T YAKIMA AIR TERMINAL/MCALLISTER FIELD, YAKIMA, WA. ILS RWY 27, AMDT 26D...TERMINAL ROUTE SUNED TO YKM 11 DME: NA.

WEST VIRGINIA

BERKELEY SPRINGS

Potomac Airpark

FDC 8/5696 W35 FI/T POTOMAC AIRPARK, BERKELEY SPRINGS, WV. VOR RWY 29, AMDT 6...PROCEDURE NA.

CLARKSBURG

North Central West Virginia

FDC 8/4257 CKB FI/T NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. ILS OR LOC RWY 21, AMDT 1A...TEMINAL ROUTE CKB VOR/DME TO FONTZ INT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3200 VIA HEADING 005 AND CKB LOC COURSE TO FONTZ INT AND HOLD. NOTE: CKB DME UNUSABLE.

FDC 8/0548 CKB FI/T NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. VOR OR GPS RWY 3, AMDT 15B...S-3 MINIMUMS NA. VOR PORTION NA. MINIMUM ALTITUDE AT CKB VOR/DME 2600. CIRCLING CAT D MDA 2060/HAA 843. DISREGARD DESCENT ANGLE AND TCH INFORMATION.

LEWISBURG

Greenbrier Valley

FDC 8/3640 LWB FI/T GREENBRIER VALLEY, LEWISBURG, WV. VOR RWY 4, ORIG-A...S-4: MDA 3160/HAT 872 ALL CATS. VIS CAT C 2, CAT D 21/4. CIRCLING: CAT A/B/C MDA 3160/HAA 858. VIS CAT B 1 1/4, CAT C 2 1/2. FOR INOPERATIVE MALSR INCREASE S-4 CAT A VISIBILITY TO 1. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 1/2. ROANOKE VA ALTIMETER SETTING MINIMUMS NA.

FDC 8/3482 LWB FI/T GREENBRIER VALLEY, LEWISBURG, WV. GPS RWY 4, AMDT 1A...S-4 MDA 3160/HAT 872 ALL CATS, VISIBILITY CAT C 2, CAT D 2 1/4. CIRCLING CATS A/B/C MDA 3160/HAA 858, VISIBILITY CAT B 1 1/4, CAT C 2 1/2. FOR INOPERATIVE MALSR INCREASE S-4 CAT A VISIBILTY TO 1. ROANOKE VA ALTIMETER SETTING MINIMUMS NA.

FDC 8/2202 LWB FI/T GREENBRIER VALLEY, LEWISBURG, WV. ILS RWY 4, AMDT 9...TERMINAL ROUTE: BECKLEY (BKW) VORTAC (IAF) TO ADINE INT NA. TERMINAL ROUTE FROM ADINE INT TO BUSHI LOM MINIMUM ALTITUDE 4100. MINIMUM GLIDESLOPE INTERCEPT ALTITUDE 4100. MINIMUM ALTITUDE BUSHI LOM 4100. MISSED APPROACH: CLIMB TO 3200, THEN CLIMBING LEFT TURN TO 5000 DIRECT BUSHI LOM AND HOLD, SW, LT, 045 INBOUND. ADF REQUIRED.

MARTINSBURG

Eastern Wv Rgnl/Shepherd Fld

FDC 8/0924 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. ILS OR LOC RWY 26, AMDT 6A...CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4. ALTERNATE MINIMUMS: S-ILS 26 CAT D 900-2 3/4. S-LOC 26 CAT D 900-2 3/4. TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

FDC 8/0313 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. VOR A, AMDT 9...CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4. ALTERNATE MINIMUMS: CIRCLING CAT D 900-2 3/4. TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

FDC 8/0312 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4. ALTERNATE MINIMUMS: CIRCLING CAT D 900-2 3/4. TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

MORGANTOWN

Morgantown Muni-Walter L. Bill Hart Fld

FDC 8/9080 MGW FI/T MORGANTOWN MUNI-WLB HART FIELD, MORGANTOWN, WV. VOR A, AMDT 13...ILS OR LOC RWY 18, AMDT 13...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CKB VOR R-355 CW R120 UNUSEABLE BELOW 9000 .

PARKERSBURG

Mid-Ohio Valley Rgnl

FDC 4/8025 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. VOR RWY 21, AMDT 16. S-21 MDA 1360/HAT 502 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 1440/HAA 582 CATS A/B/C. FM OR DME MINIMUMS NA. VDP 4.46 DME FROM JPU VORTAC.

FDC 4/8024 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Y RWY 21, ORIG. LNAV MDA 1360/HAT 502 ALL CATS. VIS CAT C/D 1 1/2. CIRCLING MDA 1440/HAA 582 CATS A/B/C. VDP 1.40 NM TO RW21.

FDC 4/8022 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Z RWY 21, ORIG. LNAV/VNAV DA MINIMUMS NA. LNAV MDA 1360/HAT 502 ALL CATS. VIS CAT C/D 1 1/2. CIRCLING MDA 1440/HAA 582 CATS A/B/C.

FDC 4/8021 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Y RWY 3, ORIG. ILS RWY 3, AMDT 12. CIRCLING MDA 1440/HAA 582 CATS A/B/C.

PETERSBURG

Grant County

FDC 8/2806 W99 FI/T GRANT COUNTY, PETERSBURG, WV. LDA/DME B, AMDT 3...CIRCLING MDA 2500/HAA 1537 ALL CATS.

FDC 8/2805 W99 FI/T GRANT COUNTY, PETERSBURG, WV. GPS RWY 31, AMDT 1...S-31 MDA 2440/HAT 1483 ALL CATS. CIRCLING CATS A/B/C MDA 2440/HAA 1477.

WISCONSIN

AMERY

Amery Muni

FDC 8/2256 AHH FI/T AMERY MUNI, AMERY, WI. NDB RWY 18, AMDT 6A...PROCEDURE NA.

APPLETON

Outagamie County Rgnl

FDC 8/7890 ATW FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. RNAV (GPS) RWY 11, ORIG...RNAV (GPS) RWY 21, AMDT 1...ILS RWY 29, AMDT 2B...CIRCLING CAT A MDA 1340/ HAA 422.

FDC 8/7889 ATW FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. RNAV (GPS) RWY 29, ORIG...LNAV/VNAV DA 1299/ HAT 424 ALL CATS. LNAV MDA 1280/ HAT 405 ALL CATS. VIS CAT C 3/4. CIRCLING CAT A MDA 1340/ HAA 422. INOPERATIVE MALSR NOTE DOES NOT APPLY TO LNAV/VNAV.

FDC 7/2424 ATW FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. LOC BC RWY 11, AMDT 1B...PROCEDURE NA.

ASHLAND

John F Kennedy Memorial

FDC 8/2074 ASX FI/P JOHN F. KENNEDY MEMORIAL, ASHLAND, WI. VOR OR GPS RWY 31, AMDT 6...MINIMUM SAFE ALTITUDE WITHIN 25 NM OF ASHLAND (ASX) VOR/DME 3100. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DULUTH ALTIMETER SETTING. THIS IS VOR OR GPS RWY 31, AMDT 6A.

FDC 8/2073 ASX FI/P JOHN F. KENNEDY MEMORIAL, ASHLAND, WI. VOR OR GPS RWY 2, AMDT 5...MINIMUM SAFE ALTITUDE WITHIN 25 NM OF ASHLAND (ASX) VOR/DME 3100. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DULUTH ALTIMETER SETTING. THIS IS VOR OR GPS RWY 2, AMDT 5A.

CUMBERLAND

Cumberland Muni

FDC 8/9034 UBE FI/T CUMBERLAND MUNI, CUMBERLAND, WI. NDB OR GPS RWY 9, AMDT 2...NDB PORTION NA.

EAGLE RIVER

Eagle River Union

FDC 7/3714 EGV FI/T EAGLE RIVER UNION, EAGLE RIVER, WI. VOR/DME RWY 4, AMDT 1A...HOLD-IN-LIEU NA.

FOND DU LAC

Fond Du Lac County

FDC 8/6858 FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, CONTROL TOWER 190 FEET FROM DEPARTURE END OF RUNWAY, 409 FEET RIGHT OF CENTERLINE, 29 FEET AGL/816 FEET MSL.

FDC 8/4131 FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 36, 300-1 TEMPORARY CRANE 945 MSL 2160 FEET NE OF RWY 18.

FDC 7/9282 FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. VOR/DME RNAV OR GPS RWY 18, AMDT 6B...CIRCLING: MDA 1420/HAA 612 ALL CATS, VIS CAT C 1 3/4.

FDC 7/9279 FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. RNAV (GPS) RWY 36, ORIG...CIRCLING MDA 1420/HAA 612 ALL CATS, VIS CAT C 1 3/4.

GREEN BAY

Austin Straubel Intl

FDC 6/5260 GRB FI/T AUSTIN STRAUBEL INTERNATIONAL, GREEN BAY, WI. RNAV (GPS) RWY 6, AMDT 1...RNAV (GPS) RWY 24, ORIG...LOC BC RWY 24, AMDT 18...VOR A, ORIG...CIRCLING: CATS A/B/C MDA 1200/ HAA 505. REASON: NEW CONTROLLING OBSTACLE IN CIRCLING AREA (50-1278) 135 AGL/842 MSL (5D).

HARTFORD

Hartford Muni

FDC 8/8565 HXF FI/T HARTFORD MUNI, HARTFORD, WI. NDB OR GPS RWY 11, AMDT 4...S-11 MDA 2020/HAT 969 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 2020/HAA 950 ALL CATS. CAT A VIS 1 1/4, CAT B 1 1/2, CAT C 3. MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS: S-11 MDA 2100/HAT 1049 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 2100/HAA 1030 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

HAYWARD

Sawyer County

FDC 8/3945 HYR FI/T SAWYER COUNTY, HAYWARD, WI. RNAV (GPS) RWY 2, ORIG...LNAV/VNAV DA 1916/ HAT 702 ALL CATS. VISIBILITY CATS A/B/C 2 CAT D VISIBILITY 2 1/4.

JANESVILLE

Southern Wisconsin Rgnl

FDC 8/9211 JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. ILS OR LOC RWY 4, AMDT 12...ILS OR LOC RWY 32, AMDT 1...RNAV (GPS) RWY 4, ORIG...RNAV (GPS) RWY 14, ORIG...VOR RWY 4, AMDT 27...CIRCLING CATS A/B/C MDA 1320/ HAA 512.

FDC 8/9210 JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. RNAV (GPS) RWY 32, ORIG...LNAV/VNAV DA 1276/ HAT 470 ALL CATS. VIS 1 1/4 ALL CATS. CIRCLING MDA CATS A/B/C 1320/ HAA 512.

FDC 8/9209 JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. RNAV (GPS) RWY 22, ORIG...LNAV/VNAV DA 1220/ HAT 415 ALL CATS. VIS 1 1/2 ALL CATS.

FDC 8/5890 JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. VOR/DME RWY 22, AMDT 1...S-22 MDA 1360/ HAT 555 ALL CATS. CIRCLING CATS A/B/C MDA 1360/ HAA 552 TEMPORARY CRANE 1100 MSL 3.64 NM NE OF RWY 22.

LA CROSSE

La Crosse Muni

FDC 8/9679 LSE FI/P LA CROSSE MUNI, LA CROSSE, WI. RNAV (GPS) RWY 18, ORIG...CIRCLING CATS A/B MDA 1360/HAA 705. THIS IS RNAV (GPS) RWY 18, ORIG-A.

FDC 8/9178 LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. NDB OR GPS RWY 18, AMDT 18...CIRCLING: CAT D MDA 1780/HAA 1126. NICKY MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. ALTERNATE MINIMUMS: CAT D 1200-3.

FDC 8/9176 LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. ILS RWY 18, AMDT 18A...CIRCLING: CAT D MDA 1780/HAA 1126. DAKOT MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. ALTERNATE MINIMUMS: CAT D 1200-3.

FDC 8/9175 LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. VOR RWY 13, AMDT 29A...CIRCLING: CAT D MDA 1780/HAA 1126. DME MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. MSA LSE VOR/DME 3500. MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 3100 VIA LSE R-175 TO SUEZI INT/LSE 6 DME AND HOLD, CONTINUE CLIMB IN HOLD TO 3100. ALTERNATE MINIMUMS: CAT D 1200-3.

LADYSMITH

Rusk County

FDC 8/0760 RCX FI/T RUSK COUNTY, LADYSMITH, WI. NDB OR GPS RWY 32, AMDT 2B...MISSED APPROACH: CLIMB TO 3000 THEN THEN CLIMBING RIGHT TURN TO 4000 DIRECT RCX NDB AND HOLD. DELETE CHART NOTE: USE EAU CLAIRE ALTIMETER SETTING. TERMINAL ROUTE: EAU VORTAC TO RCX NDB 4000. CHART NOTE: PT ENTRY ALTITUDE 4000.

LAKE GENEVA

Grand Geneva Resort

FDC 8/1990 C02 FI/T GRAND GENEVA RESORT, LAKE GENEVA, WI. RNAV (GPS) RWY 23 ORIG...PROEDURE NA.

MADISON

Blackhawk Airfield

FDC 8/2750 87Y FI/T BLACKHAWK AIRFIELD, MADISON, WI. VOR OR GPS A, ORIG-B...CHANGE ALL REFERENCES TO DREAR INT/MSN 13 DME TO READ DREAR INT/MSN 12.7 DME.

Dane County Rgnl-Truax Field

FDC 8/8901 MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR/DME OR TACAN RWY 14, ORIG-A...VOR/DME OR TACAN RWY 18, AMDT 1...CIRCLING CAT E MDA 1700/HAA 813. CIRCLING VIS CAT E 3 ALTERNATE MINIMUMS: CAT E 800-3.

FDC 8/8900 MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR/DME OR TACAN RWY 32, ORIG-A...S-32 MDA 1420/ HAT 559 ALL CATS. VIS CAT E 2. CIRCLING CAT A MDA 1420/ HAA 533. CAT E MDA 1700/HAA813. VIS CAT E 3. VDP AT 2.4 NM FROM MSN VORTAC. ALTERNATE MINIMUMS: CAT E 800-3.

FDC 8/2156 MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR/DME OR TACAN RWY 32, ORIG-A...TACAN PORTION NA.

FDC 8/1806 MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. ASR RWY 14, AMDT 17...RNAV (GPS) RWY 14, AMDT 1...VOR/DME OR TACAN RWY 14, ORIG-A...PROCEDURE NA.

MANITOWOC

Manitowoc County

FDC 8/8117 MTW FI/T MANITOWOC COUNTY, MANITOWOC, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 25, 500-3 OR STANDARD WITH A MINIMUM CLIMB GRADIENT OF 225 FT PER NM UNTIL REACHING 1300. NOTE: RWY 25, TREE 733 FT FROM DER 322 FT RIGHT OF CENTERLINE, 70 FT AGL/697 FT MSL. TREE 1,869 FT FROM DER 221 FT LEFT OF CENTERLINE, 85 FT AGL/ 722 FT MSL. RAILROAD 743 FROM DER ON CENTERLINE 23 FT AGL/ 676 FT MSL.

FDC 8/7543 MTW FI/T MANITOWOC COUNTY, MANITOWOC, WI. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV: DA 1106/HAT 455 ALL CATS. VIS 1 1/4 ALL CATS. LNAV: VIS CAT A/B 3/4. TEMPORARY CRANE 1.2 NM NE OF RWY 17, 187 FEET AGL/897 FEET MSL.

MEDFORD

Taylor County

FDC 8/9243 MDZ FI/T TAYLOR COUNTY, MEDFORD, WI. GPS RWY 27, ORIG-A...PROCEDURE NA.

FDC 8/5608 MDZ FI/T TAYLOR COUNTY, MEDFORD, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 27, TREE 1285 FT FROM DEPARTURE END OF RUNWAY, 741 FT LEFT OF CENTERLINE, 50 FT AGL/1540 FT MSL, TREE 1133 FT FROM DEPARTURE END OF RUNWAY, 781 FT LEFT OF CENTERLINE, 50 FT AGL/1534 FT MSL, TREE 1126 FT FROM DEPARTURE END OF RUNWAY, 661 FT LEFT OF CENTERLINE, 50 FT AGL/1527 FT MSL, TREE 1122 FT FROM DEPARTURE END OF RUNWAY, 561 FT LEFT OF CENTERLINE, 50 FT AGL/1510 FT MSL, TREE 2554 FT FROM DEPARTURE END OF RUNWAY, 591 FT RIGHT OF CENTERLINE, 50 FT AGL/1544 FT MSL.

FDC 8/5564 MDZ FI/T TAYLOR COUNTY, MEDFORD, WI. NDB OR GPS RWY 34, AMDT 6B...S-34 MDA 2060/HAT 601 ALL CATS, VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA CATS A/B/C 2060/HAA 582, CAT D MDA 2080/HAA 602, VISIBILITY CAT C 1 3/4.

MILWAUKEE

General Mitchell Intl

FDC 7/4992 MKE FI/P GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5...TAKE-OFF MINIMUMS: RWY 25R, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 455 FEET PER NM TO 1100. NOTE: RWY 25R: FLAG POLE 603 FEET FROM DEPARTURE END OF RWY, 336 FEET LEFT OF CENTERLINE, 39 FEET AGL/709 FEET MSL. HANGER 624 FEET FROM DEPARTURE END OF RWY, 362 FEET RIGHT OF CENTERLINE, 32 FEET AGL/702 FEET MSL. TREE 1297 FEET FROM DEPARTURE END OF RWY, 187 FEET LEFT OF CENTERLINE, 46 FEET AGL/716 FEET MSL. POLE 1605 FEET FROM DEPARTURE END OF RWY, 301 FEET RIGHT OF CENTERLINE, 50 FEET AGL/720 FEET MSL. TEMP CRANE 4702 FEET FROM DEPARTURE END OF RWY, 1326 FEET RIGHT OF CENTERLINE, 175 FEET AGL/875 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5A.

MONROE

Monroe Muni

FDC 8/2153 EFT FI/T MONROE MUNI, MONROE, WI. VOR/DME RNAV OR GPS RWY 12, AMDT 4A...S-12 MINIMUMS NA.

MOSINEE

Central Wisconsin

FDC 8/7680 CWA FI/P CENTRAL WISCONSIN, MOSINEE, WI. VOR OR GPS A, AMDT 8...CHART WAUSAU DOWNTOWN AIRPORT. CHART PLANVIEW NOTE: DO NOT CONFUSE WAUSAU DOWNTOWN AIRPORT WITH MOSINEE/CENTRAL WISCONSIN AIRPORT. THIS IS VOR OR GPS A, AMDT 8A.

FDC 8/3377 CWA FI/T CENTRAL WISCONSIN, MOSINEE, WI. VOR/DME RWY 35, AMDT 8...S-35: MDA 1620/HAT 364 ALL CATS. ANTENNA TOWER 152 AGL/1353 MSL 4814 FEET SW OF RWY 35.

OSHKOSH

Wittman Rgnl

FDC 8/6190 OSH FI/P WITTMAN RGNL, OSHKOSH, WI. VOR RWY 9, AMDT 9...S-9 VIS CATS A/B 1. CETOL FIX MINIMUMS S-9 VIS CATS A/B 1. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-9 CAT C AND CETOL FIX MINIMUMS S-9 CAT C. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOND DU LAC COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND CETOL FIX MINIMUMS VISIBILITY CAT C AND CAT D 1/4 MILE AND CIRCLING CAT C 1/4 MILE. THIS IS VOR RWY 9, AMDT 9A.

PRAIRIE DU CHIEN

Prairie Du Chien Muni

FDC 4/9297 PDC FI/T PRARIE DU CHIEN MUNI, PRARIE DU CHIEN, WI VOR/DME RWY 29, AMDT 8...PROCEDURE NA.

PRAIRIE DU SAC

Sauk-Prairie

FDC 8/0408 91C FI/P SAUK-PRAIRIE, PRAIRIE DU SAC, WI. RNAV (GPS) RWY 18, ORIG...TERMINAL ROUTE DELLS (DLL) VORTAC TO FOMAG WP ADD NOPT. THIS IS RNAV (GPS) RWY 18, ORIG-A.

RHINELANDER

Rhinelander-Oneida County

FDC 8/2327 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 15, TREES, FENCE, POLE BEGINNING 613 FEET FROM DER, 283 FEET RIGHT OF CENTERLINE, UP TO 70 FEET AGL/ 1684 FEET MSL. TREES AND FENCE BEGINNING 62 FEET FROM DER 226 FEET LEFT OF CENTERLINE 70 FEET AGL/ 1660 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1941 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. RNAV (GPS) RWY 33, ORIG-A...PROCEDURE NA.

FDC 6/7130 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. ILS OR LOC RWY 9, AMDT 6C...TERMINAL ROUTE FROM R-185 RHINELANDER (RHI) VORTAC CW (IAF) TO RHI LOC CRS (NOPT) 13 DME ARC NA.

RICHLAND CENTER

Richland

FDC 7/5001 93C FI/P RICHLAND, RICHLAND CENTER, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...CHANGE ALL REFERENCES TO RWY 15/33 TO RWY 17/35. TAKE-OFF MINIMUMS: RWYS 9, 17, NA. RWY 27, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 491 FT PER NM TO 1300. RWY 35, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 222 PER NM TO 1800. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A.

SHEBOYGAN

Sheboygan County Memorial

FDC 8/8784 SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. RNAV (GPS) RWY 21, AMDT 1...ILS OR LOC/DME RWY 21, AMDT 2...PROCEDURE NA.

FDC 8/1807 SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR RWY 21, AMDT 7...RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 21, AMDT 1...CIRCLING CAT A MDA 1220/ HAA 466.

FDC 8/1805 SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR RWY 3, AMDT 7...DME MINIMUMS: CIRCLING CAT A MDA 1220/ HAA 466.

FDC 8/1803 SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. RNAV (GPS) RWY 3, AMDT 1...PROCEDURE NA.

SOLON SPRINGS

Solon Springs Muni

FDC 8/2009 OLG FI/T SOLON SPRINGS MUNI, SOLON SPRINGS, WI. NDB RWY 19, AMDT 2A...PROCEDURE NA.

SPARTA

Sparta/Fort Mc Coy

FDC 8/7486 CMY FI/T SPARTA/FORT MC COY, SPARTA, WI. RNAV (GPS) RWY 11, ORIG...RNAV (GPS) RWY 29, ORIG...NDB RWY 29, AMDT 3...PROCEDURES NA.

FDC 8/7485 CMY FI/T SPARTA/FORT MC COY, SPARTA, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

STURGEON BAY

Door County Cherryland

FDC 7/1236 SUE FI/T DOOR COUNTY CHERRYLAND, STURGEON BAY, WI. SDF RWY 2, AMDT 7...DESCENT ANGLE 3.11 DEGREES.

TOMAHAWK

Tomahawk Rgnl

FDC 6/3990 TKV FI/T TOMAHAWK REGIONAL, TOMAHAWK, WI. VOR/DME A, AMDT 1...PROCEDURE NA.

VIROQUA

Viroqua Muni

FDC 7/4991 Y51 FI/P VIROQUA MUNI, VIROQUA, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG...TAKE OFF MINIMUMS: RWY 11 NA. OBSTACLE. REST OF PROCEDURE REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

WATERTOWN

Watertown Muni

FDC 8/8729 RYV FI/P WATERTOWN MUNI, WATERTOWN, WI. VOR/DME RNAV OR GPS RWY 5, AMDT 3B. CORRECT PLANVIEW: CHANGE MSA CIRCLE TO READ MSA JENIS 25 NM; CHANGE MSA ELEVATION TO 2700 VICE 2500.

WAUKESHA

Waukesha County

FDC 8/9886 UES FI/T WAUKESHA COUNTY, WAUKESHA, WI. NDB OR GPS RWY 28, AMDT 3B...PROCEDURE NA.

FDC 8/3012 UES FI/T WAUKESHA COUNTY, WAUKESHA, WI. VOR OR GPS A, AMDT 15B...CIRCLING MDA 1520/HAA 609 VIS 1 3/4 CAT C, 1600/HAA 689 VIS 2 1/4 CAT D.

FDC 7/5982 UES FI/T WAUKESHA COUNTY, WAUKESHA, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 10 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 311FT PER NM TO 1300. NOTE RWY 10, MULTIPLE TOWERS BEGINNING 1.0 NM FROM DER, 1,123 RIGHT OF CENTERLINE, UP TO 219 AGL/1,148 MSL, MULTIPLE TREES BEGINNING 1,652 FROM DER, 16 LEFT AND 171 RIGHT OF CENTERLINE, UP TO 70 AGL/1020 MSL, MULTIPLE LIGHT POLES BEGINNING 146 FROM DER, 326 LEFT OF CENTERLINE, 27 AGL/936 MSL, ROD ON STROBE LIGHT 1.9 NM FROM DER, 3,455 RIGHT OF CENTERLINE, 272 AGL/1,238 MSL, PIPE ON BLDG 229 FROM DER, 275 LEFT OF CENTERLINE, 19 AGL/925 MSL.

WAUSAU

Wausau Downtown

FDC 8/7681 AUW FI/P WAUSAU DOWNTOWN, WAUSAU, WI. VOR OR GPS A, AMDT 18...CHART MOSINEE/CENTRAL WISCONSIN AIRPORT. CHART PLANVIEW NOTE: DO NOT CONFUSE MOSINEE/CENTRAL WISCONSIN AIRPORT WITH WAUSAU DOWNTOWN AIRPORT. THIS IS VOR OR GPS A, AMDT 18A.

FDC 7/4454 AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. NDB OR GPS B, ORIG...CIRCLING MDA 1840/HAA 639 CATS A/B.

FDC 7/3114 AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR OR GPS A, AMDT 18...VOR PORTION NA.

FDC 7/3113 AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR/DME OR GPS RWY 12, AMDT 3...VOR/DME PORTION NA.

WYOMING

CODY

Yellowstone Rgnl

FDC 7/3015 COD FI/T YELLOWSTONE REGIONAL, CODY, WY. VOR OR GPS A, AMDT 7...ALTERNATE MININUMS NA.

KEMMERER

Kemmerer Muni

FDC 8/6994 EMM FI/T KEMMERER MUNI, KEMMERER, WY. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

PINEDALE

Ralph Wenz Field

FDC 8/1280 PNA FI/T PINEDALE/RALPH WENZ FIELD, PINEDALE, WY. NDB RWY 29, AMDT 1A...PROCEDURE NA.

RIVERTON

Riverton Rgnl

FDC 8/2217 RIW FI/T RIVERTON REGIONAL, RIVERTON, WY. ILS OR LOC RWY 28, AMDT 1B...REMOVE NOTE: ACTIVATE MALSR RWY 28, HIRL RWY 10-28-CTAF. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LANDER ALTIMETER SETTING AND INCREASE ALL DA/MDA 80 FEET.

TORRINGTON

Torrington Muni

FDC 7/2936 TOR FI/T TORRINGTON MUNI, TORRINGTON, WY. NDB RWY 28, AMDT 1A...S-28 MDA 4800/HAT 600 ALL CATS CIRCLING MDA CATS A/B/C 4800/HAA 595 TEMPORARY CRANE 1.30 NM EAST OF RWY 28. GPS RWY 28, ORIG-A...GPS RWY 10, ORIG-A...CIRCLING CATS A/B/C MDA 4760/ HAA 555 TEMPORARY CRANE 1.30 NM EAST OF RWY 28.

WORLAND

Worland Muni

FDC 8/8091 WRL FI/T WORLAND MUNI, WORLAND, WY. VOR OR GPS RWY 16, AMDT 5B...MISSED APPROACH: CLIMBING RIGHT TURN TO 6300 IN RLY VOR/DME HOLDING PATTERN, CONTINUE CLIMB IN HOLD.

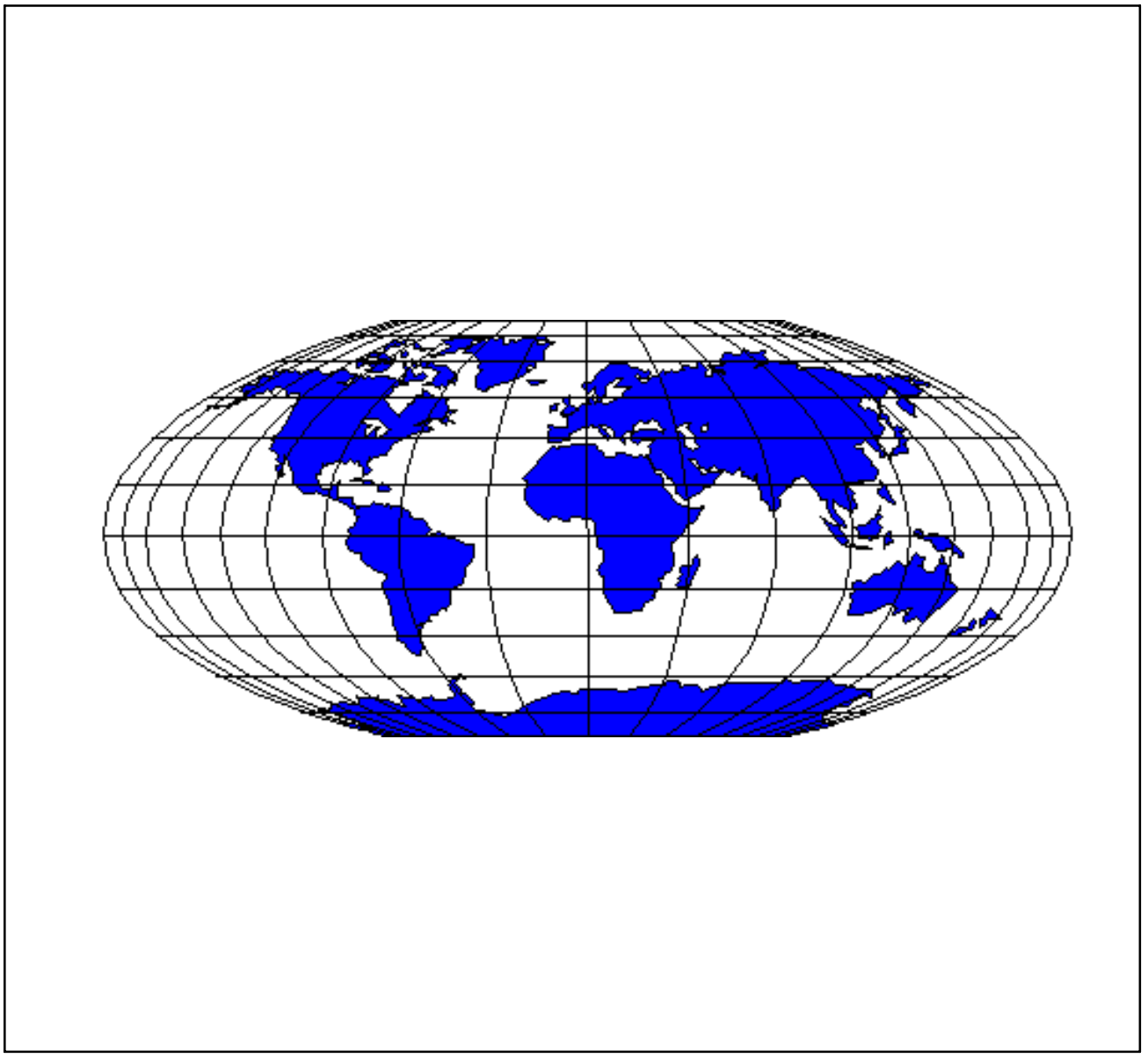
Part 1.

Section 3.

FDC

GENERAL NOTAMS

NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.



FDC 8/0617 FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-12, PANEL I, EFFECTIVE 20 NOV 2008: CHANGE OUTBOUND MAGNETIC BEARING FOR J191 FROM PATUXENT (PXT) VORTAC TO 221 VICE 211.

FDC 8/0608 FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-10, PANEL I, EFFECTIVE 20 NOV 2008: CHANGE OUTBOUND MAGNETIC BEARING FOR J191 FROM PATUXENT (PXT) VORTAC TO 221 VICE 211.

FDC 8/6449 - FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-7, PANEL B, EFFECTIVE 25 SEP 2008:CORRECT CHART BY CHANGING NON-COMPULSORY REPORTING POINT NAME TO SHUCK VICE DUNDE LCTD AT N30-30.44 W101-17.57.

FDC 8/6044 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE ALASKA CHART L-2 EAST, PANEL J, EFFECTIVE 25 SEP 2008: REVISE DIRECTIONAL MEA ARROWS ON VICTOR AIRWAY V456 BTW STREW AND BITOP TO SHOW 9000 NORTHEAST, 5000 SOUTHWEST. WIE UNTIL UFN.

FDC 8/5955 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-28, PANEL I, EFF 25 SEP 2008. ADD AIRPORT TEXT AT MUSKEGON CO AIRPORT SYMBOL LCTD AT N43-10-17 W086-14-29 AS FOLLOWS: ADD CLASS D AIRSPACE SYMBOL AND PART TIME (ASTERISK). WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 1 OF 8 . SPECIAL NOTICE ..
AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS) THAT OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). EFFECTIVE 0811010001 UTC UNTIL FURTHER NOTICE. THIS NOTICE, AND ANOTHER SEPARATE SPECIAL NOTICE NOTAM FOR AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, REPLACES PREVIOUSLY ISSUED FDC SPECIAL NOTICE NOTAM 6/7435 DUE TO NEW REQUIREMENTS. IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT PURSUANT TO 14 CFR SECTION 99.7 SPECIAL SECURITY INSTRUCTIONS. PART I. AUTHORIZED OPERATIONS AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS), ARE NOT AUTHORIZED TO OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. UNLESS THEY MEET THE CONDITIONS OF ONE OF THE FOLLOWING PARAGRAPHS:
A. ALL FOREIGN DIPLOMATIC FLIGHTS WITH A STATE DEPARTMENT APPROVED DIPLOMATIC CLEARANCE ARE AUTHORIZED EXCEPT, DIPLOMATIC FLIGHTS FROM STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES MUST ALSO HAVE END PART 1 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 2 OF 8 .. SPECIAL NOTICE ..
AN FAA ROUTING AUTHORIZATION. NOTE: WASHINGTON NATIONAL-RONALD REAGAN AIRPORT (DCA) IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS.

B. AIRCRAFT REGISTERED IN UNITED STATES ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.
C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.
D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, ARE AUTHORIZED WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.
E. U.S REGISTERED AIRCRAFT ARE AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 5:
1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED);
2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND
END PART 2 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 3 OF 8 .. SPECIAL NOTICE ..
CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4. COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
5. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE AUTHORIZATION.
F. FOREIGN REGISTERED AIRCRAFT NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-E OF THIS PART, ARE AUTHORIZED IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6:
1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED);
2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS;
5. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE AUTHORIZATION;
6. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN RUSSIA OR THE PEOPLES REPUBLIC OF CHINA OR THE AIRCRAFT IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A RUSSIAN OR PEOPLES REPUBLIC OF CHINA OPERATOR.
END PART 3 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 4 OF 8 .. SPECIAL NOTICE ..
PART II. FAA/TSA AIRSPACE AUTHORIZATIONS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING AUTHORIZATIONS, AND STATE DIPLOMATIC CLEARANCES
A. FAA/TSA AIRSPACE AUTHORIZATIONS
1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE AUTHORIZATIONS
AT HTTPS://WAIVER.C3.FAA.GOV.
2. INFORMATION AND FORMS CAN BE FOUND AT:

HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.SHTM
(CASE SENSITIVE-USE LOWER CASE ONLY) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071.
3. FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT 571-227-2071 OR AFTER HOURS AT 703-563-3400.
B. TSA AVIATION SECURITY PROGRAMS
1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL
AVIATION CAN BE FOUND AT HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/RULES.SHTM (CASE
SENSITIVE-USE LOWER CASE ONLY).
2. CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS
WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION DURING THE
END PART 4 OF 8. WIE UNTIL UFN. CREATED:

FDC 8/3577 (A0037/08) - PART 5 OF 8 .. SPECIAL NOTICE ..
COMMERCIAL CERTIFICATION PROCESS. U.S. COMMERCIAL AIRCRAFT OPERATORS CONTACT THEIR PRINCIPAL SECURITY INSPECTOR (PSI). FOREIGN AIR CARRIERS CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR).
C. FAA ROUTING AUTHORIZATION INFORMATION APPLICABLE TO STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT:

HTTP://WWW.FAA.GOV/AIRPORTS_AIRTRAFFIC/AIR_TRAFFIC/PUBLICATIONS/IFIM/US_RESTRICTIONS/(CASE

SENSITIVE-USE LOWER CASE ONLY) OR BY CONTACTING THE FAA AT 202-267-8115.
D. STATE DEPARTMENT DIPLOMATIC CLEARANCE INFORMATION APPLICABLE TO ALL FOREIGN DIPLOMATIC FLIGHTS OPERATING IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE AT: HTTP://WWW.USEG.ORG/USEG.HTML (CASE SENSITIVE-USE LOWER CASE ONLY) OR CONTACT THE STATE DEPARTMENT AT 202-736-7158 OR AFTER HOURS AT 202-647-9000.
PART III. SPECIAL NOTICE
A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR SECTION 91.103, PRIOR
END PART 5 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 6 OF 8 .. SPECIAL NOTICE ..
TO DEPARTURE, PILOTS MUST OBTAIN PERTINENT FLIGHT INFORMATION, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL.
B. NONCOMPLIANCE WITH THE SECURITY REQUIREMENTS IN THIS SPECIAL NOTICE MAY RESULT IN THE FLIGHT BEING DENIED ENTRY INTO THE TERRITORIAL AIRSPACE OF THE U.S. OR GROUND STOPPED AT A U.S. AIRPORT DESIGNATED BY THE FAA AND/OR TSA.
C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES

CONCERNING OPERATIONS IN THIS SPECIAL NOTICE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/USSS/SECURITY PERSONNEL.
PART IV. AUTHORIZATIONS/WAIVERS UNDER PREVIOUS NOTAMS 2/5319, 6/6101,AND 6/7435.
A. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAMS 2/5319 AND 6/6101 ARE RESCINDED IMMEDIATELY.
B. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAM 6/7435 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM.
END PART 6 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 7 OF 8 .. SPECIAL NOTICE ..
C. AIRCRAFT OPERATORS AFFECTED BY THE FAA/TSA AUTHORIZATIONS/WAIVERS
RESCISSION MAY REAPPLY FOR AN FAA/TSA AIRSPACE AUTHORIZATION.
PART V. DEFINITIONS
A. TERRITORIAL AIRSPACE OF THE U.S. MEANS THE AIRSPACE OVER THE U.S., ITS TERRITORIES AND POSSESSIONS AND THE AIRSPACE OVERLYING THE TERRITORIAL WATERS BETWEEN THE U.S. COAST AND TWELVE (12) NAUTICAL MILES FROM THE U.S. COAST.
B. TO OR FROM MEANS ANY FLIGHT ENTERING U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S. FOR LANDING AT A DESTINATION IN THE U.S., OR EXITING U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S., OR ANY FLIGHT THAT EXITS U.S. TERRITORIAL AIRSPACE AND RETURNS INTO U.S. TERRITORIAL AIRSPACE TO LAND AT A DESTINATION IN THE U.S.
C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.
D. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE
END PART 7 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 8 OF 8 .. SPECIAL NOTICE ..
TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.
E. FEDERAL AVIATION ADMINISTRATION (FAA)/TRANSPORTATION SECURITY ADMINISTRATION (TSA) AIRSPACE AUTHORIZATION: A GRANT OF RELIEF BY THE FAA/TSA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE AUTHORIZATION.
F. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, NORTH KOREA, THE PEOPLES REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA.
END PART 8 OF 8. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 1 OF 9 .. SPECIAL NOTICE ..
AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT OPERATE TO OR FROM OR WITHIN OR

TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). EFFECTIVE 0811010001 UTC UNTIL FURTHER NOTICE. THIS NOTICE, AND ANOTHER SEPARATE SPECIAL NOTICE FOR AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF MORE THAN 100,309 POUNDS (45,500 KGS), REPLACES PREVIOUSLY ISSUED FDC SPECIAL NOTICE NOTAM 6/7435 DUE TO NEW REQUIREMENTS. IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT PURSUANT TO 14 CFR SECTION 99.7 SPECIAL SECURITY INSTRUCTIONS.
PART I. AUTHORIZED OPERATIONS
AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, ARE NOT AUTHORIZED TO OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. UNLESS THEY MEET THE CONDITIONS OF ONE OF THE FOLLOWING PARAGRAPHS:
A. ALL FOREIGN DIPLOMATIC FLIGHTS WITH A STATE DEPARTMENT APPROVED DIPLOMATIC CLEARANCE ARE AUTHORIZED EXCEPT, DIPLOMATIC FLIGHTS FROM STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES MUST ALSO HAVE AN FAA ROUTING AUTHORIZATION. NOTE: WASHINGTON NATIONAL-RONALD END PART 1 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 2 OF 9 .. SPECIAL NOTICE ..
REAGAN AIRPORT (DCA) IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS.
B. AIRCRAFT REGISTERED IN UNITED STATES, MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.
C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.
D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, ARE AUTHORIZED WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.
E. FOREIGN REGISTERED AIRCRAFT ARE AUTHORIZED TO OPERATE WITHIN U.S. TERRITORIAL AIRSPACE WHEN CONDUCTING POST MAINTENANCE, MANUFACTURER PRODUCTION, AND ACCEPTANCE FLIGHT TEST OPERATIONS IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6:
1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
END PART 2 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 3 OF 9 .. SPECIAL NOTICE ..
2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4. OPERATIONAL CONTROL IS BY A U.S. COMPANY;
5. A U.S. LICENSED PILOT IS PILOT IN COMMAND;
6. AIRCRAFT USES A FLIGHT TEST CALL SIGN.
F. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO OPERATE

TO OR FROM OR TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH:
1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCULDED).
2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE.
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC.
4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS.
G. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS ARE AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT ANY OF THESE COUNTRIES AND THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH:
1. FILE AND ARE ON AN ACTIVE DIRECT FLIGHT PLAN (DVFR INCLUDED) THAT ENTERS U.S. TERRITORIAL AIRSPACE DIRECTLY FROM ANY OF THE COUNTRIES END PART 3 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 4 OF 9 .. SPECIAL NOTICE ..
LISTED IN THIS PARAGRAPH. FLIGHTS THAT INCLUDE ANY STOP IN A NON-LISTED COUNTRY MUST COMPLY WITH ALL REQUIREMENTS FOR OTHER FOREIGN REGISTERED AIRCRAFT IN ACCORDANCE WITH PARAGRAPH I OF THIS NOTICE.
2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS.
H. AIRCRAFT REGISTERED IN THE UNITED STATES, MEXICO, OR CANADA AND OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER AND/OR WITHOUT THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC ARE
AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT U.S. TERRITORIAL AIRSPACE IN ALASKA, IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 5:
1. ENTER ALASKAN AIRSPACE BETWEEN CANADA AND ALASKA NORTH OF THE 54th PARALLEL;
2. FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
3. SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER;
4. HAVE ONLY THE FLIGHT CREW AND KNOWN PASSENGERS ON BOARD THE AIRCRAFT AS REFLECTED ON THE MANIFEST;
5. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS.
END PART 4 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 5 OF 9 .. SPECIAL NOTICE ..
I. FOREIGN REGISTERED AIRCRAFT NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-H OF THIS PART, ARE AUTHORIZED IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6:
1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED);
2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS;
5. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE AUTHORIZATION;
6. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE

AIRCRAFT IS REGISTERED IN RUSSIA OR THE PEOPLES REPUBLIC OF CHINA OR THE AIRCRAFT IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A RUSSIAN OR PEOPLES REPUBLIC OF CHINA OPERATOR.
PART II. FAA/TSA AIRSPACE AUTHORIZATIONS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING AUTHORIZATIONS, AND STATE DIPLOMATIC CLEARANCES
A. FAA/TSA AIRSPACE AUTHORIZATIONS
1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE AUTHORIZATIONS AT HTTPS://WAIVER.C3.FAA.GOV.
2. INFORMATION AND FORMS CAN BE FOUND AT: HTTP://WWW.TSA.GOV/
END PART 5 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 6 OF 9 .. SPECIAL NOTICE ..
WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.SHTM (CASE SENSITIVE-USE LOWER CASE ONLY) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071.
3. FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT 571-227-2071 OR AFTER HOURS AT 703-563-3400.
B. TSA AVIATION SECURITY PROGRAMS
1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION OPERATIONS CAN BE FOUND AT HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/RULES.SHTM (CASE SENSITIVE-USE LOWER CASE ONLY).
2. CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION DURING THE COMMERCIAL CERTIFICATION PROCESS. U.S. COMMERCIAL AIRCRAFT OPERATORS CONTACT THEIR PRINCIPAL SECURITY INSPECTOR (PSI). FOREIGN AIR CARRIERS CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR).
C. FAA ROUTING AUTHORIZATION INFORMATION APPLICABLE TO STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY CONTACTING THE FAA AT 202-267-8115.
D. STATE DEPARTMENT DIPLOMATIC CLEARANCE INFORMATION APPLICABLE TO
END PART 6 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 7 OF 9 .. SPECIAL NOTICE ..
ALL FOREIGN DIPLOMATIC FLIGHTS OPERATING IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE AT: HTTP://WWW.USEG.ORG/USEG.HTML (CASE SENSITIVE-USE LOWER CASE ONLY) OR CONTACT THE STATE DEPARTMENT AT 202-736-7158 OR AFTER HOURS AT 202-647-9000.
PART III. SPECIAL NOTICE
A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR SECTION 91.103, PRIOR TO DEPARTURE, PILOTS MUST OBTAIN PERTINENT FLIGHT INFORMATION, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL.
B. NONCOMPLIANCE WITH THE SECURITY REQUIREMENTS IN THIS SPECIAL NOTICE MAY RESULT IN THE FLIGHT BEING DENIED ENTRY INTO THE TERRITORIAL AIRSPACE OF THE U.S. OR GROUND STOPPED AT A U.S. AIRPORT DESIGNATED BY THE FAA AND/OR TSA.

C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS SPECIAL NOTICE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/USSS/SECURITY PERSONNEL.
PART IV. AUTHORIZATIONS/WAIVERS UNDER PREVIOUS NOTAMS 2/5319, 6/6101, END PART 7 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 8 OF 9 .. SPECIAL NOTICE ..
AND 6/7435
A. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAMS 2/5319 AND 6/6101 ARE RESCINDED IMMEDIATELY.
B. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAM 6/7435 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM.
C. AIRCRAFT OPERATORS AFFECTED BY THE FAA/TSA AUTHORIZATIONS/WAIVERS
RESCISSION MAY REAPPLY FOR AN FAA/TSA AIRSPACE AUTHORIZATION.
PART V. DEFINITIONS
A. TERRITORIAL AIRSPACE OF THE U.S. MEANS THE AIRSPACE OVER THE U.S., ITS TERRITORIES AND POSSESSIONS AND THE AIRSPACE OVERLYING THE TERRITORIAL WATERS BETWEEN THE U.S. COAST AND TWELVE (12) NAUTICAL MILES FROM THE U.S. COAST.
B. TO OR FROM MEANS ANY FLIGHT ENTERING U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S. FOR LANDING AT A DESTINATION IN THE U.S., OR EXITING U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S., OR ANY FLIGHT THAT EXITS U.S. TERRITORIAL AIRSPACE AND RETURNS INTO U.S. TERRITORIAL AIRSPACE TO LAND AT A DESTINATION IN THE U.S.
C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE END PART 8 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 9 OF 9 .. SPECIAL NOTICE ..
U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.
D. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.
E. FEDERAL AVIATION ADMINISTRATION (FAA)/TRANSPORTATION SECURITY ADMINISTRATION (TSA) AIRSPACE AUTHORIZATION: A GRANT OF RELIEF BY THE FAA/TSA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE AUTHORIZATION.
F. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, NORTH KOREA, THE PEOPLES REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA.
END PART 9 OF 9. WIE UNTIL UFN.

FDC 8/3336 - FI/P CORRECT U.S. GOVT IFR ENROUTE HIGH ALTITUDE CHART H-12, PANEL J, EFFECTIVE 25 SEP 2008: ADD ADD TEXT 'JOSSY' TO NON-COMPULSORY REPORTING POINT LCTD N42 53.50 W77 02.61 AT INTERSECTION OF JET ROUTES J29 AND J16-94. WIE UNTIL UFN.

FDC 8/2569 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-28, PANEL F, EFFECTIVE 25 SEP 2008:
CORRECT CHART BY CHANGING NON-COMPULSORY REPORTING POINT PEGGS FAC LOCATOR INFO FOR RADIAL 061 TO 112.0 RST 57 VICE 112.0 ODI 126. WIE UNTIL UFN.

FDC 8/2145 - FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-9, PANEL B, EFFECTIVE 25 SEP 2008:
CORRECT CHART BY ADDING NON-COMPULSORY REPORTING POINT NAME OHDEA LCTD AT N30-59.22 W082-14.14. WIE UNTIL UFN.

FDC 8/2137 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-26, PANEL F, EFFECTIVE 25 SEP 2008:
CORRECT CHART BY CHANGING NON-COMPULSORY REPORTING POINT JADRO DME DIST FROM FALMOUTH (FLM) VOR/DME TO 43 VICE 48. WIE UNTIL UFN.

FDC 8/2067 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-27, PANEL C, EFFECTIVE 25 SEP 2008:
CORRECT CHART BY CHANGING VICTOR RTE V434 MEA BETWEEN PEORIA (PIA) VORTAC TO CHAMPAIGN (CMI) VORTAC TO READ 2800 VICE 2700. WIE UNTIL UFN.

FDC 8/1465 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE - ALASKA CHART L-3, PANELS C,E, EFFECTIVE 25 SEP 2008:
PANEL E, CORRECT CHART BY CHANGING RADIAL OUTBOUND FROM MIDDLETON ISLAND (MDO) VOR/DME TO NON-COMPULSORY REPORTING POINT KATAT TO 023 VICE 018.
PANEL C, CORRECT CHART BY ADDING MRA FLAG AND TEXT MRA 6000 AT NON-COMPULSORY REPORTING POINT DIBVY LCTD AT N64-44.63 W157-33.28. WIE UNTIL UFN.

FDC 8/1464 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE ALASKA CHART L-4, PANEL I, EFFECTIVE 25 SEP 2008:
CORRECT CHART BY ADDING MRA FLAG AND TEXT MRA 6000 AT NON-COMPULSORY REPORTING POINT DIBVY LCTD AT N64-44.63 W157-33.28. WIE UNTIL UFN.

FDC 8/0870 - FI/P CORRECT U.S. GOVT CINCINNATI VFR SECTIONAL AERONAUTICAL CHART, 80TH EDITION, EFF 3 JUL 2008.
CORRECT CHART BY REMOVING FARMVILLE, VA MOA 3 NM EXCLUSION AREA OVER HILL TOP, VA (VA64) AP LCTD AT 37 24 58N, 077 57 14W. WIE UNTIL UFN.

FDC 8/0869 - FI/P CORRECT U.S. GOVT WASHINGTON VFR SECTIONAL AERONAUTICAL CHART, 84TH EDITION, EFF 31 JUL 2008.
CORRECT CHART BY REMOVING FARMVILLE, VA MOA 3 NM EXCLUSION AREA OVER HILL TOP, VA (VA64) AP LCTD AT 37 24 58N, 077 57 14W. WIE UNTIL UFN.

FDC 8/0868 - FI/P CORRECT U.S. GOVT CG-21 VFR WORLD AERONAUTICAL CHART, 39TH EDITION, EFF 25 SEP 2008. CORRECT CHART BY REMOVING FARMVILLE, VA MOA 3 NM EXCLUSION AREA CENTERED AT 37 24 58N, 077 57 14W. WIE UNTIL UFN.

FDC 8/0859 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-36, PANEL H, EFFECTIVE 25 SEP 2008: CORRECT CHART BY REMOVING FARMVILLE, VA MOA 3 NM EXCLUSION AREA CENTERED AT N37-24.96 W077-57.23. WIE UNTIL UFN.

FDC 8/0322 - FI/P CORRECT DIGITAL AERONAUTICAL CHART SUPPLEMENT (DACS) EFF 25 SEP 2008.
CHG ENLOW.DAT FILE VICTOR RTE V321 REPORTING POINT TO VOYUD VICE HORNI.
CHG ALLOW.DAT FILE BLUE AWY B2, GREEN AWY G16, AND GREEN AWY G18 MAG VARIATIONS AT POINT LAY (PIZ) NDB TO 15E VICE 18E. CHG RNAV RTE T268: DLT GIRTS REPORTING POINT 55-07-20.6 131-38-31.3. CHG VICTOR RTE V317: ADD GIRTS REPORTING POINT 55-07-20.6 131-38-31.3 ZAN BETWEEN BOKMA REPORTING POINT AND ANNETTE (ANN) VOR/DME. WIE UNTIL UFN.

FDC 8/9188 - FLIGHT DATA CENTER /FDC/ NOTAMS ISSUED BY THE U.S. NOTAM OFFICE ARE EXPECTED TO REACH THEIR NUMBERING LIMIT OF 8/9999 BY SEPTEMBER 28. WHEN THIS OCCURS, THE AUTOMATIC NUMBERING SYSTEM WILL START AT 8/0001 AND ASSIGN NOTAM NUMBERS SEQUENTIALLY, SKIPPING NUMBERS THAT ARE STILL IN USE. WIE UNTIL UFN.

FDC 8/5631 - AUTOMATIC DEPENDENT SURVEILLANCE, ESSENTIAL SERVICE BROADCAST.
EFFECTIVE AUGUST 29, 2008. THE FEDERAL AVIATION ADMINISTRATION (FAA) HAS ADOPTED TWO ADS-B DATA LINKS: 1090 MHZ EXTENDED SQUITTER (1090ES) AND 978 MHZ UNIVERSAL ACCESS TRANSCEIVER (UAT). THE TWO LINKS OPERATE SIMILARLY AND SUPPORT TRAFFIC INFORMATION SERVICE-BROADCAST (TIS-B). ADDITIONALLY, THE UAT LINK SUPPORTS FLIGHT INFORMATION SERVICE- BROADCAST (FIS-B). TIS-B SERVICE WILL BE AVAILABLE THROUGHOUT THE NATIONAL AIRSPACE SYSTEM (NAS) WHERE THERE ARE BOTH ADEQUATE SURVEILLANCE COVERAGE (RADAR) AND ADEQUATE BROADCAST COVERAGE FROM ADS-B GROUND STATIONS. FIS-B SERVICE AVAILABILITY IS EXPECTED THROUGHOUT THE NAS IN 2013, AND IS CURRENTLYAVAILABLE WITHIN CERTAIN REGIONS. THIS NOTAM ANNOUNCES THE AVAILABILITY OF THE INITIAL TIS-B AND FIS-B CAPABILITY WITH THE MIAMI EN ROUTE AIR TRAFFIC CONTROL CENTER (ZMA ARTCC) AIRSPACE.
THE FAA IS DEVELOPING POLICY GUIDANCE MATERIAL ON AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B), ESSENTIAL SERVICES- TIS-B AND FIS-B THAT WILL BE PUBLISHED IN TRADITIONAL SOURCE REFERENCES SUCH AS THE AERONAUTICAL INFORMATION MANUAL (AIM). REPORTS OF TIS-B AND FIS-B MALFUNCTIONS SHOULD BE REPORTED BY RADIO OR TELEPHONE TO THE NEAREST FLIGHT SERVICE STATION (FSS) FACILITY. WIE UNTIL UFN.

FDC 8/5299 - SPECIAL NOTICE
AS A RESULT OF THE CONSOLIDATION OF US AIRWAYS (USA) AND AMERICA WEST AIRLINES (AWE) EFFECTIVE SEPTEMBER 1, 2008 AT 0800 UTC UNTIL FURTHER NOTICE. ALL FLIGHTS OPERATED UNDER EITHER CORPORATE LIVERY WILL HAVE THE TELEPHONY "CACTUS". AIRCRAFT OPERATORS SHOULD BE AWARE THAT ATC WILL UTILIZE THE CALL SIGN "CACTUS" WHEN COMMUNICATING WITH OR REFERRING TO THOSE FLIGHTS. WIE UNTIL UFN.

FDC 8/2435 - ... SPECIAL NOTICE ...
PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE FOR AIRCRAFT ENTERING DOMESTIC AIRSPACE, INCLUDING THOSE ENTERING FLORIDA COASTAL WATERS. ALL PILOTS OF VFR AIRCRAFT ARE REQUIRED TO FILE A DEFENSE VISUAL FLIGHT RULES (DVFR) FLIGHT PLAN PRIOR TO ENTRY INTO THE AIR DEFENSE IDENTIFICATION ZONE(ADIZ)IN ACCORDANCE WITH CFR 99 TITLE 14 CHAPTER 1 PART 99 SECURITY CONTROL OF AIR TRAFFIC, SECTIONS 99.1 THROUGH 99.49. THE PILOT MUST ACTIVATE THE DVFR FLIGHT PLAN WITH U.S. FLIGHT SERVICE AND SET THE AIRCRAFT TRANSPONDER TO THE ASSIGNED DISCRETE BEACON CODE PRIOR TO ENTERING THE ADIZ. FAILURE TO COMPLY WITH ALL DVFR PROCEDURES MAY RESULT IN THE AIRCRAFT BEING INTERCEPTED BY DEPARTMENT OF DEFENSE AIRCRAFT. WIE UNTIL UFN.

FDC 6/7435 - PART 1 OF 7 SPECIAL NOTICE...
AIRCRAFT THAT OPERATE TO OR FROM OR OVERFLY TERRITORIAL AIRSPACE OF THE U.S. EFFECTIVE 0608232000 UNTIL FURTHER NOTICE. THIS NOTICE REPLACES PREVIOUSLY ISSUED FDC NOTAM 6/6101. IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT PURSUANT TO 14 CFR SECTION 99.7 SPECIAL SECURITY INSTRUCTIONS.

PART I.
AIRCRAFT THAT OPERATE TO OR FROM OR OVERFLY TERRITORIAL AIRSPACE OF THE U.S.

A. UNITED STATES (U.S.) REGISTERED AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS OR LESS ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:
1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS.

B. U.S. REGISTERED AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF
END PART 1 OF 7. WIE UNTIL UFN.

FDC 6/7435 - PART 2 OF 7 SPECIAL NOTICE...
GROSS WEIGHT GREATER THAN 100,309 POUNDS ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:
1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND

CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
5.ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR HAVE APPLIED FOR AND RECEIVED WRITTEN TSA AUTHORIZATION THROUGH THE SECURITY AUTHORIZATION PROCESS.

C. U.S. REGISTERED AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS AND NOT REQUIRED TO OPERATE UNDER A TSA AVIATION SECURITY PROGRAM, ARE AUTHORIZED TO CONDUCT OPERATIONS TO OR FROM EACH OF THE FOLLOWING COUNTRIES AND THE U.S. JAPAN, CANADA, MEXICO, BAHAMAS, ENGLAND, SCOTLAND, WALES, AND NORTHERN IRELAND, IF THEY MEET THE FOLLOWING CONDITIONS:
1.DEPART IN ACCORDANCE WITH IFR OPERATIONS;
2.MAKE NO INTERMEDIATE STOPS;
END PART 2 OF 7. WIE UNTIL UFN.

FDC 6/7435 - PART 3 OF 7 SPECIAL NOTICE...
3.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
4.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
5.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS.

D. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS OR LESS ARE AUTHORIZED TO OPERATE BETWEEN THESE COUNTRIES AND THE TERRITORIAL AIRSPACE OF THE U.S. IF THEY MEET THE FOLLOWING CONDITIONS:
1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS.

E. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS ARE AUTHORIZED TO OPERATE BETWEEN THESE COUNTRIES AND THE TERRITORIAL AIRSPACE OF THE
END PART 3 OF 7. WIE UNTIL UFN.

FDC 6/7435 - PART 4 OF 7 SPECIAL NOTICE...
U.S. IF THEY MEET THE FOLLOWING CONDITIONS:
1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
5.ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR HAVE APPLIED FOR AND RECEIVED A WRITTEN FAA WAIVER THROUGH THE SECURITY AUTHORIZATION PROCESS.

F. ALL OTHER REGISTERED AIRCRAFT NOT MENTIONED IN PART I.
A-E ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:
1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
5.ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR HAVE APPLIED FOR AND RECEIVED A WRITTEN FAA WAIVER THROUGH THE SECURITY AUTHORIZATION PROCESS.
END PART 4 OF 7. WIE UNTIL UFN.

FDC 6/7435 - PART 5 OF 7 SPECIAL NOTICE...
G. ALL U.S. MILITARY, AND U.S., CANADIAN, AND MEXICAN MEDEVAC, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT WITH AN ATC-ASSIGNED DISCRETE BEACON CODE ARE AUTHORIZED AND NOT REQUIRED TO OBTAIN A FAA WAIVER.

H. AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS OR LESS OPERATING NORTH OF THE 54TH PARALLEL ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:
1.ARE REGISTERED IN THE U.S., CANADA OR MEXICO;
2.HAVE ONLY THE FLIGHT CREW AND KNOWN PASSENGERS ON BOARD;
3.ENTER BETWEEN CANADA AND ALASKA NORTH OF THE 54TH PARALLEL;
4.IF EQUIPPED WITH A TRANSPONDER, SQUAWK 1200;
5.FILE AND ARE ON AN ACTIVE FLIGHT PLAN.

PART II - HOW TO OBTAIN A FAA WAIVER:
SUBMIT A REQUEST FOR A FAA WAIVER AT LEAST 7 BUSINESS DAYS IN ADVANCE OF PLANNED FLIGHT. OBTAIN MORE INFORMATION ABOUT WAIVER APPLICATIONS FROM THE TSA WEBSITE:
HTTP://WWW.TSA.GOV/WHAT_WE_DO/GA/GA_WAIVERS.SHTM (CASE SENSITIVE
END PART 5 OF 7. WIE UNTIL UFN.

FDC 6/7435 - PART 6 OF 7 SPECIAL NOTICE...
USE LOWER CASE). FOR INFORMATION ON AUTHORIZATION CONTACT THE TSA AT (571)-227-2427 FROM 0600 TO 1800 EST.

PART III - SPECIAL NOTICE:
PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AIRPORTS. IN ACCORDANCE WITH 14 CFR SECTION 91.103, PRIOR TO DEPARTURE, PILOTS MUST OBTAIN PERTINENT FLIGHT INFORMATION, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL.

PART IV-EXISTING WAIVERS
TO NOTAMS 2/5319 AND 6/6101, APPROVED BY THE FAA, REMAIN IN EFFECT FOR THE DURATION SPECIFIED IN THOSE WAIVERS.

PART V-DEFINITIONS:
A. TERRITORIAL AIRSPACE OF THE U.S. MEANS THE AIRSPACE OVER THE

U.S., ITS TERRITORIES AND POSSESSIONS AND THE AIRSPACE OVERLYING THE TERRITORIAL WATERS BETWEEN THE U.S. COAST AND TWELVE (12) NAUTICAL MILES FROM THE U.S. COAST.
B. TO OR FROM MEANS ANY FLIGHT ENTERING U.S. TERRITORIAL AIRSPACE
END PART 6 OF 7. WIE UNTIL UFN.

FDC 6/7435 - PART 7 OF 7 SPECIAL NOTICE...
AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S. FOR LANDING AT A DESTINATION IN THE U.S. OR EXITING U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S.
C. OVERFLY MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH TRANSITS THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.
D. FEDERAL AVIATION ADMINISTRATION (FAA) WAIVER: A GRANT OF RELIEF BY THE FAA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE WAIVER.
END PART 7 OF 7. WIE UNTIL UFN.

FDC 5/4122 - PART 1 OF 2 .. SPECIAL ADVISORY NOTICE ..
A NEW WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT HAS BEEN DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC METROPOLITAN AREA AIR DEFENSE IDENTIFICATION ZONE (DC ADIZ), INCLUDING THE FLIGHT RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND GREEN COLORED LIGHTS IN AN ALTERNATING RED/ RED/ GREEN/ SIGNAL PATTERN. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE ADIZ/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR THAT OPERATE CONTRARY TO THE OPERATING RULES FOR THE ADIZ/FRZ. THE BEAM IS NOT INJURIOUS TO THE EYES OF PILOTS/AIRCREWS OR PASSENGERS, REGARDLESS OF ALTITUDE OR DISTANCE FROM THE SOURCE. IF YOU ARE IN COMMUNICATION WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, WE ADVISE YOU TO IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL. IF THIS SIGNAL IS DIRECTED AT YOU AND YOU ARE NOT COMMUNICATING WITH ATC, WE ADVISE YOU TO TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/ADIZ AS SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF GUARD 121.5 OR UHF GUARD 243.0. END PART 1 OF 2. WIE UNTIL UFN.

FDC 5/4122 - PART 2 OF 2 .. SPECIAL ADVISORY NOTICE ..
BE ADVISED THAT FAILURE TO FOLLOW THE RECOMMENDED PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. THIS NOTICE APPLIES TO ALL AIRCRAFT OPERATING WITHIN THE ADIZ, INCLUDING DOD, LAW ENFORCEMENT, AND AEROMEDICAL OPERATIONS. THIS NOTICE DOES NOT CHANGE PROCEDURES ESTABLISHED FOR REPORTING UNAUTHORIZED LASER ILLUMINATION AS PUBLISHED IN ADVISORY CIRCULAR 70-2. END PART 2 OF 2. WIE UNTIL UFN.

FDC 4/0811 - ...SPECIAL NOTICE...
THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE.
IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES. WIE UNTIL UFN.

FDC 4/4386 - SPECIAL NOTICE...
NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. AVIATORS SHALL REVIEW THE FEDERAL AVIATION ADMINISTRATION AERONAUTICAL INFORMATION MANUAL (AIM) FOR INTERCEPTION PROCEDURES, CHAPTER 5, SECTION 6, PARAGRAPH 5-6-2. ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IF AN AIRCRAFT IS INTERCEPTED BY U.S. MILITARY AIRCRAFT AND FLARES ARE DISPENSED, THE FOLLOWING PROCEDURES ARE TO BE FOLLOWED: FOLLOW THE INTERCEPT'S VISUAL SIGNALS, CONTACT AIR TRAFFIC CONTROL IMMEDIATELY ON THE LOCAL FREQUENCY OR ON VHF GUARD 121.5 OR UHF GUARD 243.0, AND COMPLY WITH THE INSTRUCTIONS GIVEN BY THE INTERCEPTING AIRCRAFT INCLUDING VISUAL SIGNALS IF UNABLE RADIO CONTACT. BE ADVISED THAT NONCOMPLIANCE MAY RESULT IN THE USE OF FORCE. WIE UNTIL UFN.

FDC 3/1862 - PART 1 OF 2 SPECIAL NOTICE. THIS NOTICE MODIFIES FLIGHT RESTRICTIONS PREVIOUSLY ISSUED IN FDC NOTAM 2/0199 TO COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7. EFFECTIVE 0303061100 UTC (0600 LOCAL 03/06/03) UNTIL FURTHER NOTICE. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, COMMENCING ONE HOUR BEFORE THE SCHEDULED TIME OF THE EVENT UNTIL ONE HOUR AFTER THE END OF THE EVENT, ALL AIRCRAFT AND PARACHUTE OPERATIONS ARE PROHIBITED AT AND BELOW 3,000 FEET AGL WITHIN A THREE NAUTICAL MILE RADIUS OF ANY STADIUM HAVING A SEATING CAPACITY OF 30,000 OR MORE PEOPLE IN WHICH A MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, NCAA DIVISION ONE FOOTBALL, OR MAJOR MOTOR SPEEDWAY EVENT IS OCCURING. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 2/0199 ARE RESCINDED. THOSE WHO MEET ANY OF THE FOLLOWING CRITERIA MAY REAPPLY FOR A WAIVER TO THESE RESTRICTIONS:
(A) FOR OPERATIONAL PURPOSES OF AN EVENT, STADIUM, OR OTHER VENUE, INCLUDING (IN THE CASE OF A SPORTING EVENT) THE TRANSPORT OF EQUIPMENT OR PARTS, TEAM MEMBERS, OFFICIALS OF THE GOVERNING BODY, THE IMMEDIATE FAMILY MEMBERS AND GUESTS OF SUCH TEAMS, AND OFFICIALS TO AND FROM THE EVENT, STADIUM, OR OTHER VENUE,
END PART 1 OF 2. WIE UNTIL UFN.

FDC 3/1862 - PART 2 OF 2 SPECIAL NOTICE.
(B) FOR BROADCAST COVERAGE FOR ANY BROADCAST RIGHTS HOLDER,
(C) FOR SAFETY AND SECURITY PURPOSES OF THE EVENT, STADIUM, OR OTHER VENUE.
THIS RESTRICTION DOES NOT APPLY TO;
(A) THOSE AIRCRAFT AUTHORIZED BY ATC FOR OPERATIONAL OR SAFETY

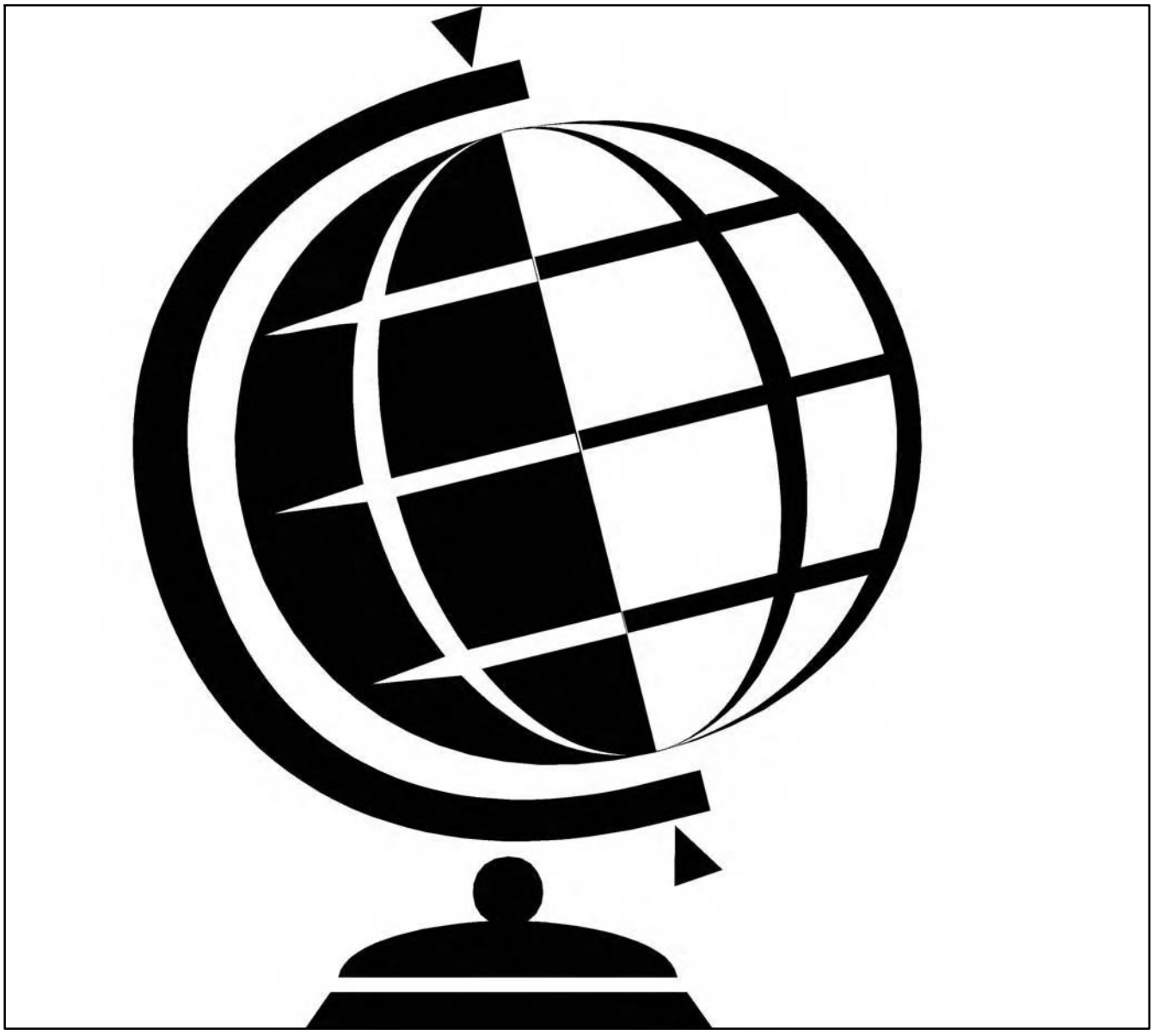
PURPOSES INCLUDING AIRCRAFT ARRIVING OR DEPARTING FROM AN AIRPORT USING STANDARD AIR TRAFFIC PROCEDURES;
(B) DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, OR AEROMEDICAL FLIGHT OPERATIONS THAT ARE IN CONTACT WITH ATC.
STADIUM SITE LOCATIONS AND INFORMATION REGARDING WAIVER APPLICATIONS
IN ACCORDANCE WITH SECTION 352 OF PUBLIC LAW 108-7 CAN BE OBTAINED FROM THE FAA WEBSITE AT HTTP://WWW.FAA.GOV/ATS/ATA/WAIVER OR BY CALLING 571-227-1322.
END PART 2 OF 2. WIE UNTIL UFN.

FDC 1/9456 - FI/P GRAND CANYON VFR AERONAUTICAL CHART 3RD EDITION EFFECTIVE APRIL 19, 2001. BLUE DIRECT NORTH (BDN) WESTBOUND CLARIFICATION OF ALT: ADD 10500 WITH A WESTBOUND ARROW ABOVE THE 8500 FIGURE JUST WEST OF SUPAI/DIAMOND CREEK SECTOR BOUNDARY. WESTBOUND, DECIDE 8500 OR 10500, CLIMB TO EITHER ALT, AND STAY THERE UNTIL OFF OF BDN. THE LAS VEGAS AIR TOUR PROCEDURES MANUAL PROVIDES SPECIFIC GUIDANCE AND AUTHORITY FOR FLYING THIS ROUTE. BLUE DIRECT NORTH (BDN) EASTBOUND DESCENTS, THERE ARE NO CHANGES; AIRCRAFT MUST BE 7500 EAST OF CHANGEOVER POINT. THE LAS VEGAS AIR TOUR PROCEDURES MANUAL PROVIDES SPECIFIC GUIDANCE AND AUTHORITY FOR FLYING THIS ROUTE. WIE UNTIL UFN.

Part 2.

REVISIONS TO MINIMUM ENROUTE

IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 − *Revisions to Minimum En Route IFR Altitudes and Changeover Points* − were included in the *Notices to Airmen Publication* (NTAP) as Part 2.

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS
AMENDMENT 477
EFFECTIVE DATE November 20, 2008

&95.4000 HIGH ALTITUDE RNAV ROUTES

&95.4276 RNAV ROUTE T276

FROM	TO	MEA	MAA
IS ADDED TO READ			
COUGA, WA FIX	CARBY, WA FIX	6500	17500

&95.6001 VICTOR ROUTES-U.S.

&95.6002 VOR FEDERAL AIRWAY V2

FROM	TO	MEA
IS AMENDED TO READ IN PART		
LANSING, MI VORTAC	SALEM, MI VORTAC	#*5000
*3000 - MOCA		
*3000 - GNSS MEA		
#R-115 UNUSABLE BELOW 5000.		

&95.6008 VOR FEDERAL AIRWAY V8

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HAYES CENTER, NE VORTAC	GRAND ISLAND, NE VORTAC	*5500
*4900 – MOCA		

&95.6026 VOR FEDERAL AIRWAY V26

FROM	TO	MEA
IS AMENDED TO READ IN PART		
LANSING, MI VORTAC	SALEM, MI VORTAC	#*5000
*3000 - MOCA		
*3000 - GNSS MEA		
#R-115 UNUSABLE BELOW 5000.		

&95.6033 VOR FEDERAL AIRWAY V33

FROM	TO	MEA
IS AMENDED TO READ IN PART		
BRADFORD, PA VOR/DME	BUFFALO, NY VOR/DME	#*11000
*5000 - GNSS MEA		
#BFD R-006 UNUSABLE USE BUF R-187		

&95.6044 VOR FEDERAL AIRWAY V44

FROM	TO	MEA
IS AMENDED TO READ IN PART		
FALMOUTH, KY VOR/DME	YORK, KY VORTAC	3300
YORK, KY VORTAC	PARKERSBURG, WV VORTAC	3300
*KARRS, NJ FIX	**GAMBY, NJ FIX	***7000

*7000 - MRA
**6000 - MRA
***1300 - MOCA
***2000 - GNSS MEA

&95.6066 VOR FEDERAL AIRWAY V66

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ABILENE, TX VORTAC	TRUSS, TX FIX	3500
TRUSS, TX FIX	MILLSAP, TX VORTAC	3700

&95.6086 VOR FEDERAL AIRWAY V86

FROM	TO	MEA
IS AMENDED TO READ IN PART		
SHERIDAN, WY VORTAC	WETON, WY FIX	*10900

*7000 - MOCA
*7000 - GNSS MEA

WETON, WY FIX	*KOCYE, WY FIX	**13000

*15000 - MRA
**7000 - MOCA
**7000 - GNSS MEA

*KOCYE, WY FIX	KARAS, WY FIX	**13000

*15000 - MRA
**8600 - MOCA
**9000 - GNSS MEA

KARAS, WY FIX	*PACTO, SD FIX	**11100

*9700 - MRA
**9400 - MOCA
**10000 - GNSS MEA

*PACTO, SD FIX		**RAPID CITY, SD VORTAC	
	E BND		***8000
	W BND		***9700

*9700 - MRA
**5500 - MCA RAPID CITY, SD VORTAC , W BND
**7100 - MOCA

&95.6088 VOR FEDERAL AIRWAY V88

FROM	TO	MEA
IS AMENDED TO READ IN PART		
VINTA, OK FIX *2300 - MOCA *4000 - GNSS MEA	NARCI, OK FIX	*4500
NARCI, OK FIX *3100 - MOCA *4000 - GNSS MEA	WACCO, MO FIX	*6500

&95.6115 VOR FEDERAL AIRWAY V115

FROM	TO	MEA
IS AMENDED TO READ IN PART		
JAMESTOWN, NY VOR/DME	LANGS, NY FIX	3900
LANGS, NY FIX *3500 - MOCA *5000 - GNSS MEA	BUFFALO, NY VOR/DME	*11000

&95.6117 VOR FEDERAL AIRWAY V117

FROM	TO	MEA
IS AMENDED TO READ IN PART		
BELLAIRE, OH VOR/DME	WISKE, WV FIX	3100

&95.6119 VOR FEDERAL AIRWAY V119

FROM	TO	MEA
IS AMENDED TO READ IN PART		
WELLSVILLE, NY VORTAC	BURST, NY FIX	4500
BURST, NY FIX	GENESEO, NY VOR/DME	4000

&95.6128 VOR FEDERAL AIRWAY V128

FROM	TO	MEA
IS AMENDED TO READ IN PART		
YORK, KY VORTAC	CROUP, OH FIX	3300

&95.6143 VOR FEDERAL AIRWAY V143

FROM	TO	MEA
IS AMENDED TO READ IN PART		
POTTSTOWN, PA VORTAC *4000 - GNSS MEA	YARDLEY, PA VOR/DME	*6900

&95.6157 VOR FEDERAL AIRWAY V157

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ALLENDALE, SC VOR	VANCE, SC VORTAC	*6000
*2000 - GNSS MEA		

&95.6159 VOR FEDERAL AIRWAY V159

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ORLANDO, FL VORTAC	*SHIMM, FL FIX	2000
*3000 - MRA		
*SHIMM, FL FIX	OCALA, FL VORTAC	2000
*3000 - MRA		

&95.6164 VOR FEDERAL AIRWAY V164

FROM	TO	MEA
IS AMENDED TO READ IN PART		
BUFFALO, NY VOR/DME	*BENEE, NY FIX	**11000
*11000 - MRA		
**4400 - MOCA		
**5000 - GNSS MEA		
*BENEE, NY FIX	WELLSVILLE, NY VORTAC	**6000
*11000 - MRA		
**4500 - MOCA		
**5000 - GNSS MEA		

&95.6187 VOR FEDERAL AIRWAY V187

FROM	TO	MEA
IS AMENDED TO READ IN PART		
RATTLESNAKE, NM VORTAC	RIZAL, CO FIX	9100
RIZAL, CO FIX	MANCA, CO FIX	10900
MANCA, CO FIX	HERRM, CO FIX	*15000
*12200 - MOCA		
HERRM, CO FIX	*GRAND JUNCTION, CO VORTAC	12100
*10700 - MCA GRAND JUNCTION, CO VORTAC , S BND		

&95.6198 VOR FEDERAL AIRWAY V198

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PEARL, LA FIX	DOGMA, MS FIX	*2300
*1300 - MOCA		
DOGMA, MS FIX	*ROMMY, MS FIX	**2800
*4000 - MRA		
**1300 - MOCA		

&95.6221 VOR FEDERAL AIRWAY V221

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HOOSIER, IN VORTAC *3100 - MOCA *4000 - GNSS MEA #R-053 UNUSABLE.	SHELBYVILLE, IN VORTAC	#*6000

&95.6240 VOR FEDERAL AIRWAY V240

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PEARL, LA FIX *1300 - MOCA	DOGMA, MS FIX	*2300
DOGMA, MS FIX *4000 - MRA **1300 - MOCA	*ROMMY, MS FIX	**2800

&95.6245 VOR FEDERAL AIRWAY V245

FROM	TO	MEA
IS AMENDED TO READ IN PART		
JACKSON, MS VORTAC *3000 - GNSS MEA	BIGBEE, MS VORTAC	*5000
		MAA - 7000

&95.6278 VOR FEDERAL AIRWAY V278

FROM	TO	MEA
IS AMENDED TO READ IN PART		
GUTHRIE, TX VORTAC *6500 - MRA **3300 - MOCA	*NIFDE, TX FIX	**4500
*NIFDE, TX FIX *6500 - MRA **2600 - MOCA	BOWIE, TX VORTAC	**3300

&95.6288 VOR FEDERAL AIRWAY V288

FROM	TO	MEA
IS AMENDED TO READ IN PART		
LUCIN, UT VORTAC *13000 - MRA *16000 - MCA CORIN, UT FIX , E BND **9400 - MOCA	*CORIN, UT FIX	**13000
*CORIN, UT FIX *13000 - MRA **11400 - MOCA	FORT BRIDGER, WY VOR/DME	**16000

&95.6295 VOR FEDERAL AIRWAY V295

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ORLANDO, FL VORTAC *3000 - MRA	*SHIMM, FL FIX	2000
*SHIMM, FL FIX *3000 - MRA	OCALA, FL VORTAC	2000

&95.6305 VOR FEDERAL AIRWAY V305

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HOOSIER, IN VORTAC *2700 - GNSS MEA #R-027 UNUSABLE.	BRICKYARD, IN VORTAC	#*2700

&95.6391 VOR FEDERAL AIRWAY V391

FROM	TO	MEA
IS AMENDED TO READ IN PART		
DOVE CREEK, CO VORTAC *10500 - MOCA	PAROX, CO FIX	*12000
PAROX, CO FIX *10700 - MCA GRAND JUNCTION, CO VORTAC , S BND	*GRAND JUNCTION, CO VORTAC	12000

&95.6441 VOR FEDERAL AIRWAY V441

FROM	TO	MEA
IS AMENDED TO READ IN PART		
GATORS, FL VORTAC	BRUNSWICK, GA VORTAC	3000

&95.6455 VOR FEDERAL AIRWAY V455

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PICAYUNE, MS VOR/DME *5000 - MRA	*PLUGG, MS FIX	2000
*PLUGG, MS FIX *5000 - MRA	EATON, MS VORTAC	2000

&95.6493 VOR FEDERAL AIRWAY V493

FROM	TO	MEA
IS AMENDED TO READ IN PART		
LEXINGTON, KY VORTAC	BEAER, KY FIX	3000
BEAER, KY FIX	YORK, KY VORTAC	3300
YORK, KY VORTAC	TARTO, OH FIX	3300

&95.6521 VOR FEDERAL AIRWAY V521

FROM	TO	MEA
IS AMENDED TO READ IN PART		
*ORATE, FL FIX	**CROSS CITY, FL VORTAC	***2000
*3000 - MRA		
**5000 - MCA CROSS CITY, FL VORTAC , W BND		
**1400 - MOCA		
CROSS CITY, FL VORTAC	*HEVVN, FL FIX	**5000
*7000 - MCA HEVVN, FL FIX , W BND		
**1400 - MOCA		

&95.6542 VOR FEDERAL AIRWAY V542

FROM	TO	MEA
IS AMENDED TO READ IN PART		
BRADFORD, PA VOR/DME	EXALL, PA FIX	4500
EXALL, PA FIX	ELMIRA, NY VOR/DME	4000

&95.6552 VOR FEDERAL AIRWAY V552

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PICAYUNE, MS VOR/DME	*MINDO, MS FIX	2000
*6000 - MRA		
*MINDO, MS FIX	SEMMES, AL VORTAC	2000
*6000 - MRA		

&95.6578 VOR FEDERAL AIRWAY V578

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ALMA, GA VORTAC	SAVANNAH, GA VORTAC	*10000
*2600 - MOCA		
*3000 - GNSS MEA		

&95.6456 ALASKA VOR FEDERAL AIRWAY V456

FROM		TO	MEA
IS AMENDED TO READ IN PART			
TUCKS, AK FIX		KENAI, AK VOR/DME	*5000
*3300 - MOCA			
KING SALMON, AK VORTAC		STREW, AK FIX	
	SW BND		*3000
	NE BND		*9000
*2300 - MOCA			
BITOP, AK FIX		NOSKY, AK FIX	*9000
*5200 - MOCA			
*8000 - GNSS MEA, NE BND			
*6000 - OPPOSITE GNSS MEA, SW BND			
NOSKY, AK FIX		*TUCKS, AK FIX	**13000
*10300 - MCA TUCKS, AK FIX , SW BND			
**12300 - MOCA			
STREW, AK FIX		BITOP, AK FIX	
	NE BND		*9000
	SW BND		*5000
*5000 - GNSS MEA			

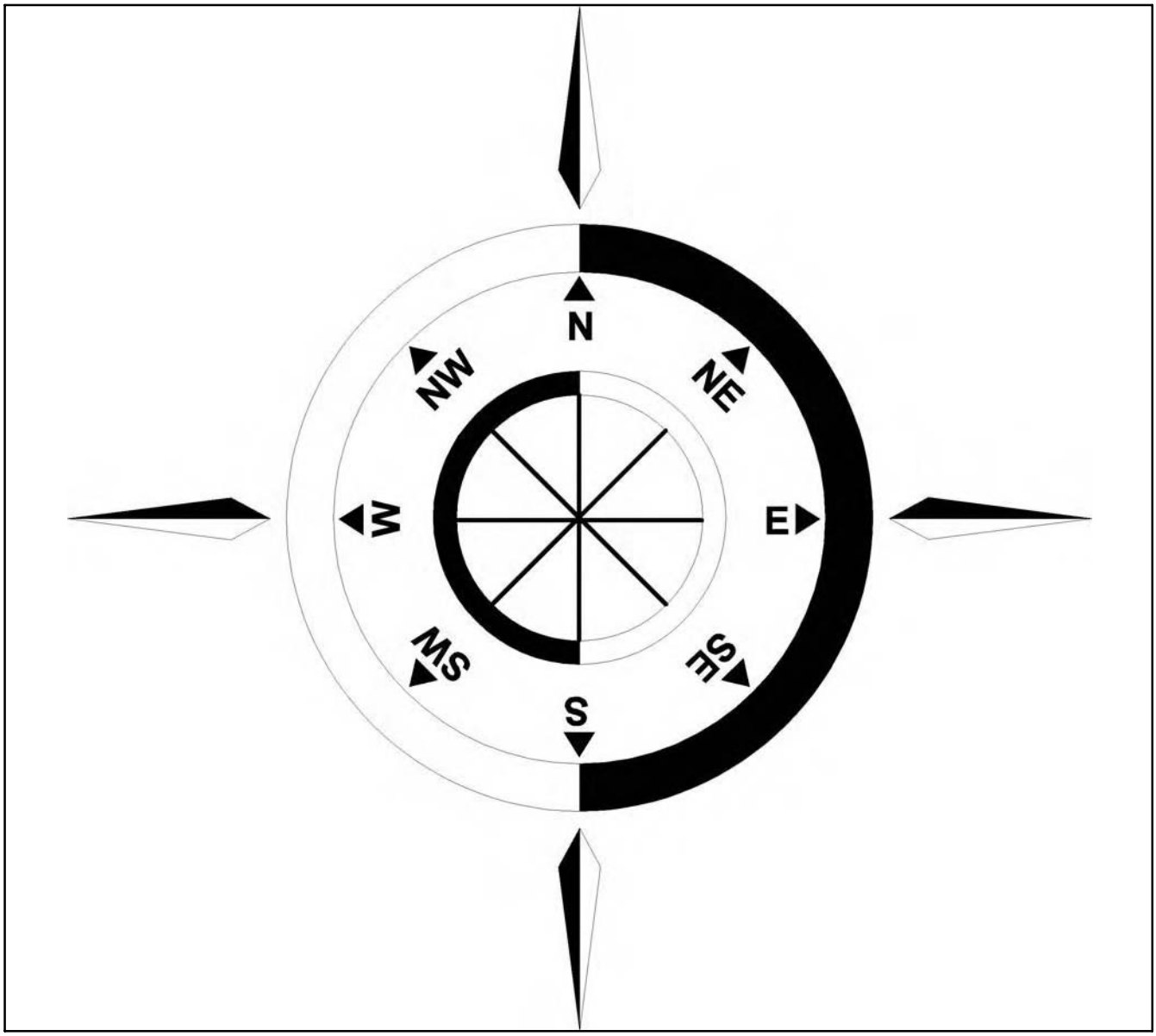
&95.7001 JET ROUTES

&95.7225 JET ROUTE J225

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART			
CEDAR LAKE, NJ VORTAC	KENNEDY, NY VOR/DME	18000	33000

Part 3

INTERNATIONAL NOTICES TO AIRMEN



GENERAL

This section features significant international notices to airmen (NOTAM) information and special notices. These may affect a pilot's decision to enter or use areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual (IFIM) which is available at http://www.faa.gov/ats/aat/ifim/index.htm on the internet.

Pilots should review the foreign airspace and entry restrictions published in the IFIM during the flight planning process. Foreign airspace penetration without official authorization can involve extreme danger to the aircraft and the imposition of severe penalties and inconvenience on both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained in the International Notices to Airmen section is derived from international notices and other official sources. International notices are of two types: Class One International Notices are those NOTAMs issued via telecommunications. They are made available to the U.S. flying public by the International NOTAM Office (Washington, DC) through the local Flight Service Station (FSS). Class Two International Notices are NOTAMs issued via postal services and are not readily available to the U.S. flying public. The International Notices to Airmen draws from both these sources and also includes information about temporary hazardous conditions which are not otherwise readily available to the flyer. Before any international flight, always update the International Notices to Airmen with a review of Class One International Notices available at your closest FSS.

Foreign notices carried in this publication are carried as issued to the maximum extent possible. Most abbreviations used in this publication are listed in ICAO Document DOC 8400. Wherever possible, the source of the information is included at the end of an entry. This allows the user to confirm the currency of the information with the originator. (See the IFIM for foreign NOTAM areas of responsibility and for a listing of foreign NOTAM offices which exchange information with the U.S. International NOTAM Office.)

International Information Source Code Table

Code	*Information Source*
I or II (followed by the NOTAM number)	Class One or Class Two NOTAMs
AIP	Aeronautical Information Publication (followed by the AIP change number)
AIC	Aeronautical Information Circular (followed by the AIC number)
DOS	Department of State advisories
FAA	Federal Aviation Administration.

The International Notices to Airmen section gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on the domestic NOTAM circuit or published in other official sources available to the user.

Each issue of this section is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

This section includes data issued by foreign governments. The publication of this data in no way constitutes legal recognition of the validity of the data. This publication does not presume to tabulate all NOTAM data, although every effort is made to publish all pertinent data. The Federal Aviation Administration does not assume liability for failure to publish, or the accuracy of, any particular item.

SECTION 1
INTERNATIONAL NOTICES TO AIRMEN
Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices

Introduction: This part contains FAA–issued flight prohibitions for countries and territories outside the United States, advisory notices on potentially hostile situations abroad, and notices issued by foreign governments and civil aviation authorities.

The latest status of flight prohibitions and potentially hostile situations is available on the Restrictions on International Aviation Web site at http://www.intl.faa.gov/restricthome.cfm. All operators also should check the latest U.S. Department of State Travel Warnings and Public Announcements at http://travel.state.gov, and can obtain additional information by contacting the appropriate foreign government authorities.

CARIBBEAN

Communication Procedures for Aircraft Operations Within the Nassau and Grand Bahama Terminal Control Areas (TMAS')

Effective immediately, all aircraft operating or about to operate (IFR, VFR, including military unless specifically exempted, etc.) within the Nassau and Grand Bahama TMAS' and within a 50 nautical mile radius of Nassau and Freeport Int'l airports SHALL report, as a minimum, to the respective Approach Control Unit as follows:

a. Their identification.

b. Aircraft type.

c. Position.

d. Direction of flight.

e. Cruising level.

These reports shall enable the respective approach control unit to provide a more effective advisory service to possible conflicting flights, controlled and uncontrolled within the TMAS'.

Pilots shall contact the appropriate approach control unit as follows:

a. "Nassau Approach" on frequency 121.0 MHz.

b. "Freeport Approach" on frequency 126.5 MHz.

(Bahamas AIC 2/94)

COMMONWEALTH OF INDEPENDENT STATES (CIS)

Special Notice: Provideniya Bay Airport, CIS.

In accordance with Federal Aviation Administration (FAA) Order 8260.31B, The Alaska Region is modifying the arrival and departure minimums for Provideniya Bay Airport, CIS.

Provideniya Bay PAR+2 NDB RWY 01 Visual RWY 19:

Approach visibility minimums are 9 km (9000 meters) IFR or VFR.

Departure minimums IFR or VFR:

RWY 01 ceiling 750 meters, visibility 5 km (5000 meters)

RWY 19 ceiling 300 meters, visibility 1.5 km (1500 meters)

NOTE–
NDB minimums apply when using PAR (VIS 9 KM/9000 METERS).

(FAA/AAL–200 4/91)

DEMOCRATIC REPUBLIC OF CONGO
FDC 8/7569

Democratic Republic of Congo (DROC) (Formerly Zaire) Advisory – Potentially Hostile Situation. Attention U.S. Operators: The DROC has been involved in a civil war periodically since 1996; fighting there has shifted back and forth from one side of the country to the other. None of the forces involved in the regional fighting is known to have the capability of targeting aircraft at normal overflight cruising altitudes above 15,000 feet above ground level (AGL). Aircraft operating below 15,000 feet AGL in the DROC may come within weapons range as the fighting continues. An October 1998 incident in Eastern Zaire, where a civilian B−727 was shot down by a man−portable missile, demonstrates that the rebel forces in the DROC can and will shoot down civil aircraft they believe to be carrying government soldiers or weaponry. The Department of State has issued a travel warning for this region. Operators considering flights within the DROC should familiarize themselves with the current situation.
(FAA/AIA−100 5/14/02)

ETHIOPIA
FDC 0/4999
KFDC A0012/00

Special Federal Aviation Regulation No. 87 – Prohibition Against Certain Flights Within the Territory and Airspace of Ethiopia

a. Applicability. This Special Federal Aviation Regulation (SFAR) No. 87 applies to all U.S. air carriers or commercial operators, all persons exercising the privileges of an airman certificate issued by the FAA unless that person is engaged in the operation of a U.S.−registered aircraft for a foreign air carrier, and all operators using aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

b. Flight prohibition. Except as provided in paragraphs c and d of this SFAR, no person described in paragraph a may conduct flight operations within the territory and airspace of Ethiopia north of 12 degrees north latitude.

c. Permitted operations. This SFAR does not prohibit persons described in paragraph a from conducting flight operations within the territory and airspace of Ethiopia where such operations are authorized either by exemption issued by the Administrator or by an authorization issued by another agency of the United States Government with the approval of the FAA.

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reason therefor.

e. Expiration. This Special Federal Aviation Regulation shall remain in effect until further notice.
(FAA/AIA−100 5/14/02)

ETHIOPIA/KENYA
KFDC A0012/97

Ethiopia/Kenya Advisory: Potentially Hostile Situation. Attention U.S. Operators: Aircraft that cross into Ethiopian airspace while taking off or landing at Mandera Airstrip in Kenya may be fired upon by Ethiopian forces. Mandera is located in the extreme northeastern corner of Kenya, adjacent Ethiopia and Somalia. Operators considering flights to northeastern Kenya should familiarize themselves with the current situation.
(FAA/AIA−100 5/14/02)

EUROPE

EUROCONTROL–Integrated Initial Flight Plan Processing System (IFPS).

All aircraft flying into, departing from, or transiting Europe within the General Air Traffic (GAT) Civil system must file an International Civil Aviation Organization (ICAO) flight plan with the Integrated Initial Flight Plan Processing System (IFPS) managed by the EUROCONTROL Central Flow Management Unit (CFMU). This system is the sole source for the distribution of the IFR/GAT portions of flight plan information to Air Traffic Control (ATC) within participating European Countries collectively known as the IFPS Zone (IFPZ). Flight plans entering, overflying or departing g the IFPZ must be addressed to only the following IFPS Units:

NETWORK		
AFTN	EBBDZMFP	LFPYZMFP
SITA	BRUEP7X	PAREP7X

Additional information may be obtained from Aeronautical Information Publications (AIP) and/or Aeronautical Information Circulars (AIC) issued by individual countries, through commercial flight planners, or by contacting EUROCONTROL, rue de la Fusee, 96, B–1130, Brussels, Belgium. Telephone: 32–2– 729–9750/9751, FAX: 32–2– 729–9019 and on the EUROCONTROL Web site: www.eurocontrol.be.

In addition, aircrews are responsible for ensuring that the ICAO flight filed is in accordance with the current Strategic Routing Scheme (SRS) as published in each national Aeronautical Information Publication. The ICAO Flight Plan may be filed at any time but must be filed at least 3 hours prior to flight. In those cases where a diplomatic clearance route is specified and it differs from the SRS route, the SRS route will be processed. However, this does not relieve the flight crew of diplomatic clearance requirements. Filing the flight plan well in advance allows time to resolve discrepancies between the two requirements.

NOTE–
IFPS Zone Countries – Albania, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, United Kingdom, Federal Republic of Yugoslavia
(AEU–500 4/12/99)

FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS
FDC 6/1335

Attention U.S. Airmen and Operators: Due to recent incidents involving civil aircraft of U.S. registry, the FAA recommends that any operators conducting flight in the Florida Straits and nearby international waters remain vigilant for other air traffic in the area and strictly abide by the international and FAA Federal Aviation Regulations. The Administrator has issued a cease and desist order and notice of enforcement policy effective February 29, 1996. Any person holding a U.S. Airman Certificate and/or operating U.S. registered civil aircraft shall comply with Federal Aviation Regulations prohibiting unauthorized operation within Cuban territorial airspace. Unauthorized entry into this airspace will subject the individual to enforcement action to the maximum extent permitted by law, including: revocation of pilot certificate, maximum civil penalties, seizure of aircraft, and judicial remedies. Further, any person attempting to operate an aircraft after revocation or without a valid certificate is subject to criminal penalties of up to 3 years in prison and/or fines.
(FAA 5/14/02)

IRAN
FDC 6/2762

Iranian civil aviation authorities have issued NOTAMs describing required procedures for entry into the Tehran FIR. Prior to flight, all U.S. operators must be familiar with applicable procedures for interception of civil aircraft and should check current Iranian NOTAMs for procedures for contacting appropriate defense radar stations. If unable to contact the defense radar stations as required under Iranian procedures, operators should notify Tehran ACC and request Tehran ACC to attempt contact on the operator's behalf. The operator should also continue to attempt contact with the defense radar station directly. Any U.S. operator planning a flight through Iranian airspace should file a flight plan well in advance and carefully adhere to that flight plan and/or all air traffic clearances while in Iranian airspace.

The U.S. Department of State has issued a travel warning for Iran advising, in part, that the U.S. government does not currently maintain diplomatic or consular relations with the Islamic Republic of Iran, and that the Swiss government, acting through its Embassy in Tehran, serves as the protecting power for U.S. interests in Iran. Any U.S. operator making an unanticipated landing in Iran should contact the Swiss Embassy in Tehran for any needed assistance at telephone 98–21–871–52–23 or 98–21–871–52–24.

The United States NOTAM Office disclaims foreign NOTAM accuracy or completeness.

(FAA/AIA–100 5/14/02)

IRAQ

Special Federal Aviation Regulation No. 77 – Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.

1. Applicability. This rule applies to the following persons:

(a) All U.S. air carriers or commercial operators;

(b) All persons exercising the privileges of an airman certificate issued by the FAA except such persons operating U.S.–registered aircraft for a foreign air carrier; or

(c) All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

2. Flight prohibition. No person may conduct flight operations over or within the territory of Iraq except as provided in paragraphs 3 and 4 of this SFAR or except as follows:

(a) Overflights of Iraq may be conducted above flight level (FL) 200 subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.

(b) Flights departing from countries adjacent to Iraq whose climb performance will not permit operation above FL 200 prior to entering Iraqi airspace may operate at altitudes below FL 200 within Iraq to the extent necessary to permit a climb above FL 200, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.

(c) [Reserved]

3. Permitted operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the territory and airspace of Iraq where such operations are authorized either by another agency of the United States Government with the approval of the FAA or by an exemption issued by the Administrator.

4. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers or commercial operators that are subject to the requirements of 14 CFR parts 119, 121, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards

District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

5. Expiration. This Special Federal Aviation Regulation will remain in effect until further notice. **(FAA/AIA–100 11/19/03)**

MIDDLE EAST AND EASTERN MEDITERRANEAN
KFDC A0029/03

SPECIAL NOTICE.

a. U.S. and allied military units (Coalition military forces) may operate throughout the Middle East and the airspace above the Eastern Mediterranean sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and the Arabian Gulf. The timely and accurate identification of civil aircraft in these areas is critical to avoid the inadvertent use of force against civil aircraft. Coalition military forces are prepared to exercise self–defense measures, as may be necessary, to ensure their safety in the event they are approached by unidentified aircraft (fixed–wing, or helicopter).

b. In addition, the territorial airspace of Iraq is closed to all non–coalition aircraft, except Central Command authorized medical, firefighting, rescue/recovery and humanitarian flights, until further notice. Aircraft entering this airspace do so at their own risk. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. This notice is also provided to ensure the safety of coalition forces and their facilities. All aircraft or flight activities that are determined to be threats to coalition forces may be subject to interception, quarantine, disabling or destruction. This includes aircraft within Iraqi territorial airspace and ground–based assets and activities throughout Iraq without regard to registry.

c. The timely and accurate identification of civil aircraft operating within these affected areas is essential to preclude the inadvertent use of military force against civil aircraft.

1. To better enable U.S. military forces to identify civil aircraft, all civil aircraft flying within or entering the affected area shall continuously monitor one or both international emergency frequencies (VHF 121.5 Mhz and/or UHF 243.0 Mhz UHF).

2. When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during the flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes. All crews are reminded to continuously operate the SSR transponder in accordance with the ICAO provisions (PANS–ATM–Chapter 8, PANS–OPS, Vol 1, Part VII and ICAO Doc 7030 Chapter 8).

3. When an aircraft carries serviceable weather radar, the pilot shall operate it at all times during the flight within the affected area, regardless of weather conditions.

4. The pilot should ensure continuous display of aircraft exterior and cabin lighting and illumination of logo light, if possible.

d. Unidentified aircraft and/or those whose intentions are unclear to U.S. and Coalition military forces will be contacted using the English language on VHF 121.5 Mhz and/or UHF 243.0 Mhz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phraselogy and will specify the aircraft's flight information, as available, to include: heading, Flight Level or altitude, SSR code squawk, geographical coordinates, and ground speed, civil aircraft receiving advisory calls shall acknowledge the message on the frequency on which the message was received and provide the information requested.

e. In the event an aircraft remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. In this circumstance, the pilots must be prepared to exercise their emergency authority to deviate from the ATC clearance as required: comply with recommended heading and/or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance.

f. Civil aircraft transiting the affected area outside published ATS routes are more susceptible to the procedures published herein. All aircraft are requested to avoid, as much as practical, abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

NOTE–
This information is provided to warn all operators that U.S. and allied military forces are exercising self–defense measures. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.
(AIA–100 11/24/03)

NORTH KOREA
FDC 8/1167

Special Federal Aviation Regulation (SFAR) No. 79 – Prohibition Against Certain Flights Within the Flight Information Region of the Democratic People's Republic of Korea.

a. Applicability. This rule applies to the following persons:

1. All U.S. air carriers or commercial operators.

2. All persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.–registered aircraft for a foreign air carrier.

3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

b. Flight prohibition. Except as provided in paragraphs c and d of this SFAR, no person described in paragraph a may conduct flight through the Pyongyang FIR west of 132 degrees east longitude.

c. Permitted operations. This SFAR does not prohibit persons described in paragraph a from conducting flight operations within the Pyongyang FIR west of 132 degrees east longitude where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with FAA approval.

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 121, 125, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

e. Expiration. This Special Federal Aviation Regulation No. 79 will remain in effect until further notice.
(FAA/AIA–100 5/14/02)

CHINA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Peoples Republic of China (PRC) diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with PRC registration, (this excludes Hong Kong, Macau, and Taiwan registered aircraft), require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a PRC company requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–RT–REQ@faa.gov over the internet or FAX 202–267–9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202–267–8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address.
Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered.
Example: CCA005/B747/B12345/CHINA

2. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc. Example:
18−22 APR 06 BEIJING(ZBAA)−EVERETT PAINE FLD(KPAE)−ANDREWS AFB(KADW)−BRADLEY INTL(KBDL)−KING KHALED INTL(OERK)

3. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC). Example:
CCA005 18−22 APR 06*
ZBAA180730…G212 FDV OME J111 ANC J133 BKA J501 YZP J523 TOU V4 LOFAL KPAE181800/191945...ELN V2 MWH J34 ESL BUCKO.BUCK6 KADW200020/211230...POLLA V312 GOLDA V268 BROSS J42 HFD KBDL211345/211730...PUT J581 TOPPS J581...OERK220550

4. Purpose: Cargo, Passenger, Diplomatic, etc for each leg of flight. Example:
PURPOSE: DIPLOMATIC FLIGHT TO TRANSPORT PRESIDENT OF CHINA

5. Provide DOS, TSA, DOT approval numbers as appropriate.

(Operations and International Security 11/20/08)

CUBA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Cuban flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. All Cuban diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Cuban registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Cuban operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance.

To obtain route approval, provide the following to 9−ATOR−HQ−RT−REQ@faa.gov over the internet or FAX 202−267−9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202−267−8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

5. Provide DOS diplomatic clearance number.

* Note: Cubana flights between Cuba and Montreal/Toronto Canada must file the preapproved routings as authorized by the United States Government. ATOR SOSC will provide authorization for use of these routes. Cubana must submit a flight schedule to ATOR SOSC.

(Operations and International Security 11/20/08)

IRAN

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Iranian flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. All Iranian diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Iranian registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of an Iranian operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance.

To obtain route approval, provide the following to 9−ATOR−HQ−RT−REQ@faa.gov over the internet or FAX 202−267−9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202−267−8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address.
Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

5. Provide DOS diplomatic clearance number.

(Operations and International Security 11/20/08)

NORTH KOREA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All North Korean flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. All North Korean diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with North Korean registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a North Korean operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance.

To obtain route approval, provide the following to 9−ATOR−HQ−RT−REQ@faa.gov over the internet or FAX 202−267−9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202−267−8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address.
Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

5. Provide DOS diplomatic clearance number.

(Operations and International Security 11/20/08)

RUSSIA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Russian diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Russian registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Russian company requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9−ATOR−HQ−RT−REQ@faa.gov over the internet or FAX 202−267−9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202−267−8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address.
Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered. Example: `VDA1234/A124/RA12345/RUSSIA`

2. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc. Example: 05−07 AUG 06 MEDFORD(KMFR)−GREENVILLE/SPARTANBURG(KGSP)−GANDER(CYQX)−TUNIS(DTTA)

3. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC). Example:
`VDA4965 KMFR051500...BRUTE5.LANKS V122 REO J7 BOI J163 OCS J20 FQF J80 MCI J24 STL J45 PLESS Q19 BNA J46 VXV SOT...KGSP052100`
VDA4970 KGSP061200...SPA J14 CREWE J51 OTT J42 PUT J581 ENE J573 EBONY...CANADIAN ROUTING...CYQX061700/070800 ...DTTA071530

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight. Example:
`PURPOSE:EMPTY FERRY KMFR−KGSP; AIRLIFT 67,000KGS GENERATOR/COMPRESSOR/ROTOR) KGSP−DTTA`

5. Provide DOS, TSA, DOT approval numbers as appropriate.

(Operations and International Security 11/20/08)

SUDAN

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Sudan flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. All Sudan diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Sudan registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Sudanese operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance.

To obtain route approval, provide the following to 9−ATOR−HQ−RT−REQ@faa.gov over the internet or FAX 202−267−9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202−267−8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address.

2. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered.

3. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc.

4. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

5. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

6. Provide DOS diplomatic clearance number.

(Operations and International Security 11/20/08)

SYRIA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Syrian diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Syrian registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Syrian operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance.

To obtain route approval, provide the following to 9−ATOR−HQ−RT−REQ@faa.gov over the internet or FAX 202−267−9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202−267−8115.

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E−Mail address.
Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)− City (ICAO Location Identifier)− City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

5. Provide DOS diplomatic clearance number.

(Operations and International Security 11/20/08)

SECTION 2

INTERNATIONAL OCEANIC AIRSPACE NOTICES

INTRODUCTION

The following information contains the most current notices involving airspace matters pertaining to U.S. internationally delegated airspace. The information provided is divided into two sections: General and Region Specific.

GENERAL

Revised In−flight Contingency Procedures To Be Used In Oceanic Operations Effective February 16, 2006

FAA Domestic/International NOTAM Book. This notice will be posted in the January 19, 2006, edition of the FAA Domestic/International NOTAM book. It will be located in: Part 3 (International), Section 2 (International Oceanic Airspace Notices), Pacific notices and Atlantic notices. (http://www.faa.gov/NTAP/index.htm). It will also be posted on the Oceanic Operations Standards Group Webpage (http://www.faa.gov/ats.ato/130.htm)

Effective Date/Time and Airspace. Effective on February 16, 2006, at 0901 UTC, the guidance for in−flight contingencies in oceanic airspace will be ICAO Doc 4444 *(Procedures for Air Navigation Services − Air Traffic Management)*, section 15.2 (SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE). The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

Discussion. The only **significant** procedural change from in−flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to **15nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. **In the "General Procedures" section below, see paragraphs 3b and 4.**

NOTE: *Prior to this harmonization, the track offset for in−flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.*

ICAO DOC 4444, SECTION 15.2 SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

INTRODUCTION

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

a. Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;

b. En route diversion across the prevailing traffic flow; and

c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. These procedures are applicable primarily when rapid descent and/or turn−back or diversion is required. The pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

GENERAL PROCEDURES

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

a. Leave the assigned route or track by initially turning 90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

(1) The direction to an alternate airport, terrain clearance;

(2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

FAA NOTE: a turn of less than or greater than 90 degrees may be required depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

b. Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km **(15 NM)** from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

c. Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including the ATS route designator or the track code, as appropriate) and intentions on the frequency in use and on 121.5 MHz (or, as a back–up, on the inter–pilot air–to–air frequency 123.45 MHz);

d. Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

e. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

f. Keep the SSR transponder on at all times; and

g. Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, ***where practicable,*** avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO–TURBINE POWER–UNITS (ETOPS)

1. If the contingency procedures are employed by a twin–engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

(Flight Technologies and Procedures Division, AFS–430 12/20/05)

HOUSTON/MIAMI/NEW YORK OCEANIC CTA/FIR
National Winter Storm Operations

During the winter season, the U.S. Air Force Reserves (AFRES), 53rd Weather Squadron has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL350. At designated points, the aircraft will release dropsondes, 16−inch cardboard weather cylinders weighing one pound, each with an attached parachute. When in areas with no direct pilot−controller VHF/UHF communications, at five minutes prior to dropsonde release, the mission aircraft commander will broadcast on 121.5 and 243 the time and position of the intended drop. The dropsonde falls at a rate of approximately 2500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should consider any national winter storm operations during flight planning in the affected area(s) and non−participating aircrews should be especially alert to pertinent broadcasts on 121.5 or 243.0 during national winter storm operations. **(ATO Oceanic Ops, 4/12/07)**

OAKLAND OCEANIC CTA/FIR
National Winter Storm Operations

On behalf of the National Weather Service (NWS), aircraft fly winter storm reconnaissance missions during the winter season. Mission aircraft will fly at altitudes between FL180 − FL450. At designated points, the aircraft will release dropsondes, 16−inch cardboard weather cylinders weighing one pound, each with an attached parachute. Five minutes prior to release, the mission aircraft commander will broadcast on 121.5 and 123.45, when in areas with no direct pilot−controller communications, the time, and position of the intended drop. The dropsonde falls at a rate of approximately 2,500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. A**TC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should take into consideration any national winter storm operations during flight planning in the affected area(s). Non−participating pilots should be especially alert to broadcasts on 121.5 or 243.45 during national winter storm operations. **(ATO Oceanic Ops, 4/12/07)**

SPECIAL NOTICE −− CUSTOMS

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the flight plan. ADCUS service is not available at other airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. **(San Juan IFSS 10/12/00)**

SPECIAL NOTICE −− IFR/VFR OPERATIONS

Flights in oceanic airspace must be conducted under Instrument Flight Rules (IFR) procedures when operating:

a. Between sunset and sunrise.

b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs).

c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 feet MSL should be especially aware of this requirement. **(FAA)**

SPECIAL NOTICE –– LOST COMMUNICATIONS

If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two–way radio capability, the pilot should:

a. Adjust the transponder to reply on Mode 3/A, Code 7700 for a period of 1 (one) minute.

b. Then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight, whichever occurs first.

c. Repeat steps a and b as practicable.

The pilot should understand that s/he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. **(FAA)**

SPECIAL NOTICE ––INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT DEPARTING CONTINENTAL UNITED STATES

Inspection of aircraft prior to departure. No person shall move any aircraft from Hawaii to the continental United States, Puerto Rico, or the Virgin Islands of the United States, unless the person moving the aircraft has contacted an inspector and offered the inspector the opportunity to inspect the aircraft prior to departure and the inspector has informed the person proposing to move the aircraft that the aircraft may depart.

Inspection of aircraft moving to Guam. Any person who has moved an aircraft from Hawaii to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Hawaii prior to departure in accordance with arrangements made between the operator of the aircraft, the Animal and Plant Inspection Service, and the government of Guam. **(USDA Regulation 318.13–9)**

ARINC

SATCOM VOICE BACKUP SERVICES

ARINC has been authorized to use SATCOM Voice in oceanic areas in the event HF communications fail or are otherwise unavailable. HF remains the primary communication means for all air–ground–air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact ARINC, utilizing SATCOM Voice, should dial the following ICAO Short Codes (Used with INMARSAT compatible systems only) or direct dial phone numbers:

Center	Oceanic Area	ICAO Short Code	Direct Dial
NYC	Atlantic, Caribbean, Central and South America	436623	631–244–2492
SFO	Pacific and Arctic Areas	436625	925–371–3920

NOTE: These ICAO codes and phone numbers are published on Government and Jeppesen en route charts.

ARINC will utilize SATCOM Voice as an operational backup to HF to initiate communications from the ground to the aircraft on rare occasions when HF communications cannot be established in a timely manner and the aircraft is so equipped. SATCOM Voice may be used for either ATC or AOC (Company) communications. This capability will be on a "search, find and contact" basis, which may require some delay in contacting flights. Direct any questions to the ARINC Service Desk (800) 633–6882 or (703) 637–6360 **(ARINC 06/21/07)**

ATLANTIC AND PACIFIC AREA LORAN–C INFORMATION

The current operational status of all U.S. and Canadian Coast Guard LORAN stations is available from the various assigned Coordinator of Chain Operations (COCOs). Individual COCOs monitor the day–to–day

operations of the LORAN−C chain under their control. General information is also available. Contact either the applicable COCO or the LORAN management staff at the phone numbers below.

a. COCO Great Lakes (8970) and Northeast (9960) chains is located at LORAN Station Seneca, NY. COCO: (607) 869−1334.

b. COCO Canadian East Coast (5930) and Newfoundland East Coast (7270) chains is located at LORAN Monitor Station, St. Anthony, NFLD, Canada. Recorder announcement: (709) 454−3261. COCO: (709) 454−2392.

c. COCO Southeast U.S. (7980) and South Central U.S. (9610) chains are located at LORAN Station Malone, FL. COCO: (334) 899−5225.

d. COCO North Central U.S. (8290) and U.S. West Coast (9940) chains is located at the Coast Guard Navigation Center Detachment, Petaluma, CA. COCO: (707) 765−7590.

e. COCO Canadian West Coast Chain (5990) is located at LORAN Station William Lake, B.C., Canada. COCO: (604) 659−5680.

f. COCO Gulf of Alaska (7960) and North Pacific (9990) chains are located at LORAN Station Kodiak, AK. COCO: (907) 487−5583.

g. Atlantic Area Regional Manager, Coast Guard Navigation Center, Alexandria, VA. Telephone: (703) 313−5875.

h. Pacific Area Regional Manager, Coast Guard Navigation Center Detachment, Petaluma, CA. Telephone: (707) 765−7582.

i. U.S. Coast Guard's Navigation Information Service (NIS), operated by the Coast Guard Navigation Center and staffed 24 hours a day. Telephone: (703) 313−5900. Internet Address: www.navcen.uscg.mil.

j. Scheduled LORAN−C off−air times are also available from one or more of the following sources:

1. The U.S. Coast Guard Navigation Center Computer BBS. Telephone: (703) 313−5910.

2. Published U.S. Coast Guard Local Notice to Mariners.

3. Canadian Coast Guard Notices to Shipping (NOTSHIPs).

4. U.S. FAA Notices to Airmen (NOTAMs).

5. U.S. Coast Guard marine radio voice broadcasts.

6. Navtex Broadcasts.

7. U.S. Coast Guard Navigation Center, Internet Address: www.navcen.uscg.mil.

k. For better service on any request for operations data (e.g., to check on a suspected LORAN−C system abnormality), please supply the rate and date/time of the event you wish to report. This will enable the Coordinator of Chain Operations to quickly check the record for the period in question.

l. Information concerning Overseas LORAN−C is available via internet address: www.navcen.uscg.mil.

REGION SPECIFIC

ATLANTIC HIGH OFFSHORE AIRSPACE
OFFSHORE ROUTES SUPPORTING FLORIDA AIRSPACE OPTIMIZATION

Effective 27 October 2005, nine new directional offshore area navigation (RNAV) Atlantic Routes (ARs) will be established between Florida and northeastern US airport pairs. These routes support the Florida Airspace Optimization project and are designed to relieve traffic congestion and reduce in−trail delays. The nine new offshore RNAV routes, designated AR15, AR16, AR17, AR18, AR19, AR21, AR22, AR23 and AR24, will be established between FL240 and FL600 inclusive. Additionally, ATS Route A761 will be realigned. Associated with these new/revised routes, 20 new waypoints will be established. None of the waypoints will be compulsory reporting points since the new and revised routes are entirely within radar coverage. Southbound routes include AR15, AR17, AR19, AR21 and AR22, while northbound routes include AR16 and AR18. AR23, AR24 and ATS Route A761 will be bi−directional.

Air traffic control services for these routes in offshore airspace will be provided by Washington, Jacksonville and Miami Air Route Traffic Control Centers (ARTCCs).

Guidance For Filing Routes

Flights departing from and landing at airports within the domestic U.S. should file to conform with the appropriate Preferred IFR Routes listed in the Airport Facility Directories. International traffic southbound from the Wilmington VORTAC/Dixon NDB (ILM/DIW) area filing over Marathon NDB (MTH), TADPO, or CANOA should file AR17. International traffic southbound from the ILM/DIW area filing over Freeport VOR (ZFP) or URSUS should file AR23 or AR24. Traffic originating south of Miami, Florida, filing over the ILM/DIW area should file AR16, AR18, AR23 or AR24.

Operator Determination of RNAV Equipment Eligibility

In accordance with 14 CFR Parts 91.511, 121.351, 125.203, and 135.165 (as applicable), an approved Long−Range Navigation System is required for operation on these RNAV routes. Operators shall not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems approved for IFR navigation and the pilots are qualified to operate them. Approved GPS IFR units and inertial navigation systems meeting the guidance below provide acceptable performance.

Aircraft are eligible to operate on these routes provided that the Airplane Flight Manual or FAA approved documentation indicates that the navigation system installation has received airworthiness approval in accordance with one or more of the following:

a. AC 20−130, as amended (Multi−Sensor Navigation System Approval).

b. AC 20−138, as amended (GPS approval)

c. AC 90−100, Appendix 2, as amended (U.S. Terminal and En Route RNAV Operations)

d. Title 14 CFR part 121 Appendix G (INS)

Operational Requirements and Procedures

a. Operators filing or accepting clearance for these RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.

b. Operators shall be responsible for navigating along route centerline, as defined by aircraft navigation systems. Strategic Lateral Offset Procedures used in oceanic airspace are not applicable on these routes.

c. The pilot shall notify ATC of any loss of navigation capability that affects the aircraft ability to navigate the routes.

d. ATC will provide radar separation for these routes. In the event of loss of radar, ATC will advise the aircraft and apply appropriate separation.

e. INS or IRS Limitation. While operating on these AR routes, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position (e.g., DME/DME) updates for the entire length of the route, are limited to 1.0 consecutive hour of un−updated operation. This one hour time period starts when the INS or IRS is placed in the navigation mode, and applies en route between automatic position updates. Systems performing updating after the pilot has manually selected the navigation aid are considered to have "automatic update" capability. If an aircraft is unable to conduct an update in accordance with the above guidance, the pilot must notify ATC and ATC will then provide radar vectors and/or other ATC services.

(ATO−R 9/1/05)

WATRS PLUS ROUTE STRUCTURE REDESIGN & SEPARATION REDUCTION OPERATIONAL POLICY AND PROCEDURES (2 July 2008 Update)

Introduction. On 5 June 2008, the FAA implemented a redesigned route structure, a reduced lateral separation standard and associated operational policies on oceanic routes or areas in the WATRS Plus Control Areas (CTA).

Background. In 1998, lateral separation was reduced to 50 NM in conjunction with the introduction of Required Navigation Performance 10 (RNP 10) for aircraft operating in the North Pacific Route System. Since that time, application of 50 NM lateral separation and RNP 10 has been expanded throughout the Pacific Flight Information Regions (FIR) and other global oceanic airspace. The WATRS Plus initiative applied the experience gained in those operations.

CTAs Affected.

- Route structure redesign and 50 NM lateral separation was implemented in the following CTAs:
  - the Atlantic portion of the Miami Oceanic CTA
  - the San Juan CTA/FIR and
  - the West Atlantic Route System (WATRS).
- New York Oceanic airspace outside of WATRS is transition airspace. 50 NM lateral separation may be applied in this airspace between aircraft authorized RNP 10 or RNP 4.

Note: The WATRS Plus route structure redesign chart is posted on the WATRS Plus Webpage.

Project Objectives. The WATRS Plus project:

- Reduced lateral separation on oceanic routes or areas from 90 NM to 50 NM between aircraft authorized RNP 10 or RNP 4.
- Has over 95% of WATRS Plus flights conducted by operators/aircraft that have been authorized RNP 10 or RNP 4 by the appropriate State (country) authority.
- Accommodates operation of the small percentage of flights not meeting the RNP 10 minimum requirement. See paragraph below and paragraph 4 for further explanation.
- Redesigned the WATRS Plus route structure to make approximately 40% more routes available to enhance operator access to time/fuel efficient routes and altitudes and to enhance en-route capacity.
- Harmonized the WATRS Plus route structure with that in the Caribbean and North Atlantic regions.

Proposal to Require, On Date To Be Determined, RNP 10 or RNP 4 Authorization Between Flight Level 290-410 (inclusive). The FAA is planning to propose a change that would be effective on a date to be determined, but **after** the June 2008 project implementation date. The proposal will likely be to require RNP 10 or RNP 4 authorization for cruise operations on oceanic routes or areas in the WATRS Plus CTAs between FL 290-410 (inclusive). RNP 10 and RNP 4 authorization requires equipage with at least two Long Range Navigation Systems (LRNS). The content of and effective date for the change is planned to be coordinated with the U.S. and international aviation community and will probably require a revision to FAA regulations.

Table of Contents. The following is a list of the major paragraphs that follow:

OPERATIONAL POLICY AND PROCEDURES

1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators.

Information on WATRS Plus plans, policies and procedures is posted on the "WATRS Plus Webpage". The WATRS Plus Webpage is linked to the "Oceanic and Offshore Operations" Homepage at:

www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

The Webpage contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 including Job Aids with references to FAA and ICAO documents.

2. Lateral Separation Standards To Be Applied

a. 50 NM lateral separation is applied in the WATRS Plus CTAs between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.

b. 50 NM lateral separation is applied in the New York Oceanic CTA/FIR outside of WATRS between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.

c. Within the WATRS Plus CTAs, the lateral separation standard applicable to NonRNP10 aircraft is 90 NM.

d. Policies for application of other lateral separation standards in airspace outside the WATRS Plus CTAs are not affected.

3. Operation On Routes Within the WATRS Plus CTAs Not Requiring RNP 10 or RNP 4 Authorization. Operation on certain routes that fall within the boundaries of WATRS Plus CTAs is not affected by the introduction of RNP 10 and 50 NM lateral separation. Operation on the following routes is **not** affected:

a. Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.

b. Routes that are located within radar and VHF coverage. New WATRS Plus route segments M201 between BAHAA and PAEPR and L453 between PAEPR and AZEZU have replaced A761 between HANRI and ETOCA and R511 between ELTEE and AZEZU. **At and above FL 310,** the new route segments are within radar and VHF coverage. Operations at and above FL 310 on these route segments does not require RNP 10 or RNP 4 authorization and remains the same as those conducted on the old A761 and R511 route segments**.** Pilots shall not apply Strategic Lateral Offset Procedures (SLOP) on these route segments.

c. Special Area Navigation (RNAV) routes located in the airspace between Florida and Puerto Rico. The old "T-routes" were re-designated as "Y-routes" on 5 June 2008. **These special RNAV routes are not part of the WATRS Plus route structure.** A Notice entitled "Special RNAV Routes Between Florida and Puerto Rico: Change From T-routes to Y-routes On 5 June 2008" is posted on the WATRS Plus Webpage. It is published in the FAA Domestic/International NOTAM Book. The Notice provides updated policy and procedures for Y-route operations.

4. Provisions for Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4). Operators of NonRNP10 aircraft shall follow the practices detailed in 4a and 4b below.

a. Operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

"STS/NONRNP10" **(no space between letters and numbers)**.

b. Pilots of NonRNP10 aircraft that are flight planned to operate or are operating **on WATRS Plus "L" and "M" routes** shall report the lack of authorization by stating "**Negative RNP 10**" in the:

- Atlantic portion of the Miami Oceanic CTA
- New York Oceanic CTA/FIR
- New York Atlantic High Offshore Airspace

- San Juan CTA/FIR
    - on initial call to ATC and...
    - in read back of clearance to descend from FL 410 and above. (See paragraph 4e below).
    - if approval status is requested by the controller. (See paragraph 8h below).

c. Operators of NonRNP10 aircraft shall **not** annotate ICAO flight plan Item 18 (Other Information) with "NAV/RNP10" or "NAV/RNP4", as shown in paragraph 7, if they have **not** obtained RNP 10 or RNP 4 authorization.

d. NonRNP10 operators/aircraft are able to file most WATRS Plus routes at any altitude. Some routes, however, may require special routing for NonRNP 10 aircraft. Check the WATRS Plus Webpage for related FAA Notices. NonRNP 10 operators are cleared to operate on preferred routes and altitudes as traffic permits. Aircraft that are authorized RNP 10 or RNP 4, however, will have a better opportunity of obtaining their preferred altitude and route because the 50 NM lateral separation standard is applied to those aircraft. 50 NM lateral separation is not applied to NonRNP10 aircraft.

e. NonRNP10 aircraft retain the option of climbing to operate at altitudes above those where traffic is most dense (i.e., at/above FL 410). To minimize the chance of conflict with aircraft on adjacent routes, NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage.

f. All aircraft can enhance their opportunity to be cleared on their preferred route and altitude if they operate at non-peak hours, approximately 0100 to 1100 UTC.

5. Operator Action. Operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in WATRS Plus CTAs between flight level (FL) 290-410, where competition for routes and altitudes is greatest, should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan in accordance with paragraph 7. The FAA also strongly recommends that operators flying on oceanic routes or areas above or below those FLs obtain RNP 10 or RNP 4 authority to enhance their operational flexibility.

6. RNP 10 or RNP 4 Authorization: Policy and Procedures For Aircraft and Operators

a. In accordance with ICAO guidance, RNP 10 and RNP 4 are the only navigation specifications (nav specs) applicable to oceanic and remote area operations. (See note below). Other RNAV and RNP nav specs are applicable to continental en route, terminal area and approach operations.

Note: "RNP navigation specification" (e.g., RNP 10) is the term adopted in the new ICAO Performance Based Navigation (PBN) Manual (Doc 9613). It replaces the term "RNP type".

b. **Responsible State Authority (ICAO Guidance).** The following is ICAO guidance on the State authority responsible for authorizations such as RNP 10, RNP 4 and RVSM.

- International Commercial Operators. The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).

- International General Aviation (IGA) Operators. The State of Registry makes the determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA).

c. **FAA Documents.** The guidance and direction of FAA Order 8400.12 (as amended) (RNP 10 Operational Approval) will be used to grant RNP 10 authorization to operators and aircraft for which the FAA is responsible. FAA Order 8400.33 (as amended) (Procedures For Obtaining Authorization For RNP 4 Oceanic/Remote Area Operations) will be used to authorize RNP 4. The FAA RNP 10 and RNP 4 orders are consistent with the ICAO PBN Manual guidance discussed below. FAA and ICAO documents are posted on the WATRS Plus Webpage.

d. **ICAO Performance Based Navigation (PBN) Manual (new Doc 9613).** In a letter to States dated 27 April 2007, ICAO urged States to use the ICAO *Performance Based Navigation (PBN) Manual* to establish approval policies and processes for RNP and RNAV operations. RNP 10 guidance is provided in Volume II, Part B; Chapter 1. RNP 4 guidance is in Volume II, Part C; Chapter 1. The ICAO State letter with Volume II attached is posted on the WATRS Plus Webpage.

e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities should use the RNP 10 or RNP 4 Job Aids posted on the WATRS Plus Webpage. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate documents. One set of RNP 10 and RNP 4 Job Aids provides references to FAA documents and another set provides references to ICAO documents. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

f. **Requirement For Equipage With At Least Two Long-Range Navigation Systems (LRNS) Meeting RNP 10 or RNP 4 Standards.** See "Acceptable Navigation System Configurations" in Section 2 of the WATRS Plus Webpage (Operator/Aircraft RNP 10 Authorization Policy/Procedures). RNP 10 and RNP 4 authorization require aircraft equipage with at least two LRNS with functionality and display adequate for the operation. The guidance referenced above provides a detailed discussion of acceptable aircraft LRNS configurations for operation in WATRS Plus oceanic airspace on/after 5 June 2008.

Note: see paragraph 8c for policy on LRNS failure or malfunction enroute.

g. **RNP 10 Time Limit For INS or IRU Only Equipped Aircraft.** Operators should review their Airplane Flight Manual (AFM), AFM Supplement or other appropriate documents and/or contact the airplane or avionics manufacturer to determine the RNP 10 time limit applicable to their aircraft. They will then need to determine its effect, if any, on their operation. Unless otherwise approved, the basic RNP 10 time limit is 6.2 hours between position updates for aircraft on which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) provide the only source of long range navigation. **Extended RNP 10 time limits of 10 hours and greater are already approved for many IRU systems.**

7. **Flight Planning Requirements.** Operators shall make ICAO flight plan annotations in accordance with this paragraph **and**, if applicable, paragraph 4.

a. **ICAO Flight Plan Requirement.** ICAO flight plans shall be filed for operation on oceanic routes and areas in the WATRS Plus CTAs.

b. **ICAO Flight Plan AFTN Addressing For Operations in the New York Oceanic CTA/FIR** (including WATRS). **All** flights entering the New York Oceanic CTA/FIR shall address flight plans to **KZWYZOZX. All** flights entering the New York Oceanic CTA/FIR and a U.S. ARTCC (except Boston) and/or Bermuda airspace shall address flight plans to both **KZWYZOZX and** the appropriate U.S. ARTCC. (See table below). If operators do not address flight plans to **KZWYZOZX,** 50 NM lateral separation cannot be applied to them.

Airspace To Be Entered: New York Oceanic CTA/FIR and U.S. ARTCCs	**Required AFTN addresses**
New York (NY) Oceanic CTA/FIR	KZWYZOZX
Boston ARTCC & NY Oceanic	KZWYZOZX **only.** (This change confirmed on 19 June 08).
NY domestic and/or Bermuda & NY Oceanic	KZNYZQZX & KZWYZOZX
Washington (KZDC) & NY Oceanic	KZDCZQZX & KZWYZOZX
Jacksonville (KZJX) & NY Oceanic	KZJXZQZX & KZWYZOZX
Miami (KZMA) & NY Oceanic	KZMAZQZX & KZWYZOZX
San Juan & NY Oceanic	TZSUZRZX & KZWYZOZX

c. **To inform ATC and to key Ocean21 automation that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators shall:**

(1) annotate ICAO Flight Plan Item 10 (Equipment) with the letters "R" and "Z" and. . .

(2) annotate Item 18 (Other Information) with, as appropriate, "NAV/RNP10" or "NAV/RNP4" (**no space between letters and numbers**).

Note: see paragraphs 7f and 7g below! They provide recommended filing practices for domestic U.S. RNAV operations and filing with Eurocontrol.

d. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy.

e. **Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) with "NAV/RNP10" or "NAV/RNP4", but shall follow the practices detailed in paragraph 4 of this notice.**

Note: on the ICAO Flight Plan, letter "R" indicates that the aircraft will maintain the appropriate RNP navigation specification for the entire flight through airspace where RNP is prescribed. Letter "Z" indicates that information explaining aircraft navigation and/or communication capability is found in Item 18.

f. **Recommendation For Filing To Show Domestic U.S. RNAV and Oceanic RNP Capabilities.**

(1) **Explanation.** The initiative discussed in this paragraph was implemented on 29 June 08. See the project website for details (address below). On 29 June 2008, the FAA implemented a program to enhance operators' capability to communicate their domestic US RNAV capabilities to ATC by requiring an entry following the NAV/ indicator in item 18 of the ICAO flight plan. The initiative has provisions for showing RNAV capabilities for departure ("D"), enroute ("E") and arrival ("A") with RNAV accuracy values. An example item 18 entry is: NAV/RNVD1E2A1. The numerals in the example indicate RNAV 1 and RNAV 2 accuracy. The website for this initiative is at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/

(2) **Recommendation.** It is recommended that operators show their RNAV capability for domestic U.S. and capabilities for oceanic operations (RNP 10 or RNP 4) by filing: "NAV/", then the domestic US alphanumeric sequence, **then a mandatory space** and then "RNP10" or "RNP4", as appropriate. The following is an example: "NAV/RNVD1E2A1 RNP10"

g. **Caution For Westbound Flights From Europe.**

(1) **Alphanumeric Character Limitation.** As of 27 May 2008, operators may enter up to 50 characters after the "NAV/" indicator in flight plan item 18 for flight plans filed with Eurocontrol.

(2) **Multiple NAV/ Entries.** Operators should be aware that if they make multiple "NAV/" entries in a flight plan filed with Eurocontrol, only the last "NAV/" entry will be forwarded. For example, if "NAV/D1E2A1" and "NAV/RNP10" are entered, only "NAV/RNP10" will be forwarded.

(3) **Recommendation.** Item 18 entries made in accordance with paragraph 7f (2) above will limit the number of characters needed to show domestic U.S. RNAV and oceanic RNP capabilities and mitigate the chance that one or the other will not be forwarded for use by FAA domestic and oceanic automation systems.

8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures

a. **General.** Operator applications/programs for RNP 10 or RNP 4 authorization must address operational and airworthiness policy and procedures related to WATRS Plus route structure redesign and 50 NM lateral separation implementation. The RNP 10 and RNP 4 Job Aids posted on the WATRS Webpage contain sections on pilot and, if applicable, dispatcher training/knowledge and on operations manuals or comparable operations documents. The Job Aids also provide references to source documents.

b. **Basic Pilot Procedures.** The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:

- FAA Order 8400.12A (RNP 10), Appendix 4 (Training Programs and Operating Practices and Procedures)
- FAA Order 8400.33 (RNP 4): paragraph 9 (Operational Requirements) and paragraph 10 (Training Programs, Operating Practices and Procedures)
- ICAO PBN Manual, Volume II, Part B, Chapter 1 (RNP 10): paragraphs 1.3.4, 1.3.5 and 1.3.6
- ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4): paragraphs 1.3.4, 1.3.5 and 1.3.6

c. **LRNS Failure or Malfunction After Entry Onto WATRS Plus Oceanic Routes or Areas.** The following is WATRS Plus CTA policy for LRNS failure or malfunction enroute:

(1) To conduct operations as an RNP 10 or RNP 4 operator/aircraft, at least two RNP 10 or RNP 4 authorized LRNSs shall be operational at entry on to oceanic route segments or areas in the WATRS Plus CTAs. **(See paragraph 9 for pilot actions in situations where only one LRNS is determined to be operational prior to entry on to oceanic route segments or areas in the WATRS Plus CTAs).**

(2) After entry on to an oceanic route segment or area within the WATRS Plus CTAs, if an LRNS fails or malfunctions and only one LRNS remains operational, the pilot shall inform ATC. ATC will acknowledge and monitor the situation. The aircraft may continue on the cleared route provided that, in the pilot's judgment, the remaining LRNS will enable the aircraft to be navigated within approximately 10 NM of the cleared route centerline. If that is not the case, then paragraph (3) below applies.

(3) If, in the pilot's judgment, the aircraft cannot be navigated within approximately 10 NM of the cleared route centerline:

i. the pilot shall advise ATC of the situation and coordinate a course of action

ii. the pilot shall: consider the best option to maintain the safety of the operation (e.g., continuing on route or turning back); whenever possible obtain an ATC clearance before deviating from cleared route or flight level and keep ATC advised.

iii. ATC will establish an alternative separation standard as soon as practicable, coordinate the safest course of action with the pilot and monitor the situation.

iv. if coordination with ATC cannot be accomplished within a reasonable period of time, the pilot should consider climbing or descending 500 feet, broadcasting action on 121.5 and advising ATC as soon as possible.

d. **In-flight Contingency Procedures (e.g., Rapid Descent, Turn-back, Diversion).** In-flight contingency procedures for oceanic airspace now published in FAA Notices, posted on the WATRS Plus Website and published in ICAO Document 4444 must be emphasized in pilot training/knowledge programs. The published procedures are applicable to the WATRS Plus CTA reduction of lateral separation from 90 NM to 50 NM. The full text of the in-flight contingency procedures is published on the WATRS Plus Webpage under "Operating Policy" in Section 2.

e. **Special Emphasis: Maneuvering to Avoid Convective Weather in a 50 nm Separation Environment.** Pilots are required to maneuver (deviate) around convective weather on a regular basis in the course of WATRS Plus operations. Weather deviation procedures, therefore, must be emphasized in accordance with the following:

- Pilot training/knowledge programs and operations manuals or comparable operations documents must emphasize weather deviation procedures as published in FAA Notices and ICAO Document 4444 and posted under **"Operating Policy"** in Section 2 of the WATRS Plus Website. Weather deviation procedures are addressed in the RNP 10 and RNP 4 Job Aids. In addition, a pilot bulletin/aid for understanding and executing weather deviation procedures is posted under "Operating Policy" in Section 2 of the WATRS Plus Webpage.

- It is imperative that pilots keep ATC advised of their intentions during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.

- For distress or urgent situations, direct Air/Ground and Ground/Air satellite telephone service (SATVOICE) is available for communication with New York Oceanic, San Juan Center and ARINC. (See the WATRS Plus Webpage for details).

- Pilots must be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft **when forced to deviate without a clearance.**

- It is recommended that, if equipped, the Airborne Collision Avoidance System (ACAS (TCAS)) be operational. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.

f. **Strategic Lateral Offset Procedures (SLOP).** Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in FAA Notices, posted under "Operating Policy" in Section 2 of the WATRS Plus Webpage and published on ICAO Document 4444. SLOP is addressed in the RNP 10 and RNP 4 Job Aids.

g. **Pilot Report of NonRNP10 Status.** The pilot shall report the lack of RNP 10 or RNP 4 status in accordance with the following:

- when the operator/aircraft is not authorized RNP 10 or RNP 4. **See paragraph 4.**
- if approval status is requested by the controller in accordance with paragraph 8h below.

- when an operator/aircraft previously granted RNP 10 or RNP 4 authorization is operating with only one operational LRNS. **See paragraph 9.**

h. **Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the controller, the pilot shall communicate approval status using the following phraseology:

Controller Request	Pilot Response
(call sign) confirm RNP 10 or 4 approved	"Affirm RNP 10 approved" or "Affirm RNP 4 approved", as appropriate, or... "Negative RNP 10" (See paragraph 4 for NonRNP10 aircraft procedures).

9. **Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational**

a. To the maximum extent possible, operators that are authorized RNP 10 or RNP 4 should operate on WATRS Plus oceanic routes in compliance with those standards. If the situation warrants, however, operators may fly an aircraft on WATRS Plus oceanic routes with one LRNS operational. The intent of this policy is to allow an aircraft to complete the flight to its destination and/or be flown to a location for repair. For U.S. operators conducting operations under Part 121, 125 or 135 of the Code of Federal Regulations, Operations Specifications paragraph B054 (Class II (Oceanic) Navigation Using Single Long-Range Navigation System) applies.

b. **One LRNS Operational Prior to Takeoff For Flight Into WATRS Plus Oceanic Routes or Areas.** In the situation where only one LRNS is determined to be operational prior to takeoff, operators shall follow the practices detailed in paragraph 4 (Provisions For Accommodation of NonRNP10 Aircraft) (i.e., ICAO flight plan item 18 annotation and pilot report to ATC of aircraft NonRNP10 status). The aircraft will be treated as NonRNP10 aircraft and appropriate lateral separation will be applied.

c. **Failure or Malfunction of LRNS Enroute, One LRNS Operational Prior to Entering a WATRS Plus CTA.** In the situation where at least two LRNS are operational at takeoff, but LRNS failure or malfunction occurs en route and only one LRNS remains operational, the pilot shall take action to inform ATC. Approximately 175-125 NM prior to entering a WATRS Plus CTA, the pilot shall report to ATC that only one LRNS is operational and request that ATC amend the flight plan item 18 entry to delete "NAV/RNP10" or "NAV/RNP4" and enter "STS/NONRNP10" in accordance with paragraph 4a. In addition, after entering on to a WATRS Plus oceanic route or area, the pilot shall report the "NonRNP10" status of the aircraft in accordance with paragraph 4b..

10. Contacts For Questions. If there are questions or requests, one of the following may be contacted and a response will be coordinated with the appropriate FAA subject matter expert, if necessary:

Roy Grimes	FAA Support. Flight Standards Specialist, CSSI, Inc.	+1 202-863-3692	RGrimes@cssiinc.com
Karen Chiodini	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5248	Karen.L.Chiodini@faa.gov
Scott Luka	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5495	Scott.Luka@faa.gov
Steve Smoot	FAA Support. CSSI, Inc.	+1 202-863-0132	SSmoot@cssiinc.com

11. FAA Project Leads. The FAA project leads are:

David Maynard (Project Lead)	Manager, Oceanic and Offshore Operations (AJE-32)	+1 202-267-3448	David.Maynard@faa.gov
Madison Walton	Flight Standards Service, Flight Technologies & Procedures Division (AFS-400)	+1 202-385-4596	Madison.Walton@faa.gov
Dale Livingston	ATO Separation Standards Analysis Group (AJP-7141)	+1 609-485-4163	Dale.Livingston@faa.gov

(AJE-32, 7/31/08)

WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES
EFFECTIVE 5 JUNE 2008, 1000Z
NEW YORK CENTER NOTAM A0285/08 (6 May 2008)

Explanation of this version of NOTAM A0285/08. New York Center NOTAM A0285/08 replaces A0169/08. See explanation in NOTE 1 below. A0285/08 is provided below in a readable, user friendly format.

This version of the NOTAM is posted under "WATRS Plus Route–Fix Data and Routing Information" in Section 2 of the FAA WATRS Plus Webpage. The URL is:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/

Routing Questions. For questions on recommended WATRS Plus routing in individual centers, please contact one of the specialists below:

New York Oceanic:	Peter.C.Ehrlein@faa.gov;	Ph. 631–468–1021
Miami Center:	Jim.McGrath@faa.gov;	Ph. 305–716–1592
San Juan Center:	Jose.Arcadia@faa.gov;	Ph. 787–253–8695
Jacksonville Center:	Stephen.Willett@faa.gov;	Ph 904–549–1573

NEW YORK CENTER NOTAM A0285/08
WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES

Effective Date/Time: effective 5 June 2008 at 1000Z until further notice

NOTE 1: this NOTAM cancels and replaces NOTAM A0169/08 (4 April 2008) entitled: WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES. **The only change is to the effective start time. It has been changed to 1000Z.**

NOTE 2: to request a formatted electronic copy of this NOTAM please forward an email request to: PETER.C.EHRLEIN@FAA.GOV

The following route scheme is being published to provide direction for entering and exiting WATRS airspace in conjunction with the WATRS PLUS separation reduction and airspace redesign implementation on 5 June 2008. The below procedures will replace and supersede existing entry and exit routing procedures.

Effective 5 June 2008, 1000Z: MNPS certification is NOT required for aircraft operating in a small portion of MNPS airspace in the New York CTA/FIR west of 06700W and north of 3830N.

SOUTHBOUND

SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK METROLPOLITAN AREA

Effective 5 June 2008, 1000Z: All airspace users entering New York Center's West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following routes:

ATS ROUTE	WATRS ACCESS ROUTING (SOUTHBOUND ONLY)
For L453;	…LINND–AZEZU–L453…
For L453 VIA B24;	…B24–AZEZU–L453…
For L454;	…LINND–ROLLE–ATUGI–L454…
For L454 VIA B24;	…B24–WEBBB–ROLLE–ATUGI–L454…
For L455;	…LINND–RESQU–UMEDA–L455…
For L455 VIA B24;	…B24–WEBBB–RESQU–UMEDA–L455…
For L456;	…LINND–SQUAD–DARUX–L456…
For L456 VIA B24;	…B24–WEBBB–RESQU–DARUX–L456…
For L457;	…LINND–RESQU–UMEDA–L457…
For L457 VIA B24;	…B24–WEBBB–RESQU–UMEDA–L457…
For L459;	…LINND–SQUAD–DARUX–L459…
For L459 VIA B24;	…B24–WEBBB–RESQU–DARUX–L459…
For L461;	…LINND–KINGG–KINER–L461…
For L462;	…LINND–KAYYT–L462…
For L462 VIA ACK;	…ACK–J97–LACKS–KAYYT–L462…

SIGNIFICANT POINT	COORDINATES	SIGNIFICANT POINT	COORDINATES
LINND	39 24 35.130N / 071 42 37.750W	AZEZU	37 52 28.100N / 072 22 43.200W
ROLLE	37 23 35.259N / 071 42 21.109W	ATUGI	35 38 18.475N / 071 31 36.304W
RESQU	37 28 45.872N / 071 26 49.799W	UMEDA	35 45 32.979N / 070 26 55.630W
SQUAD	38 06 48.392N / 070 27 44.915W	DARUX	36 09 35.558N / 069 27 18.311W
KINGG	38 13 15.726N / 070 15 40.015W	KINER	36 34 27.229N / 068 17 14.807W
KAYYT	38 52 37.839N / 067 34 22.287W	WEBBB	37 40 17.560N / 071 58 55.326W
ACK	41 16.91N / 070 01.60W	LACKS	40 00.01N / 068 11.96W

EASTBOUND
TRANSITION TO NEW YORK OCEANIC CTA/FIR

VIA: ORF AR9 ZIBUT
Effective 5 June 2008, 1000Z: All airspace operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic RNP/MNPS/RVSM airspace, are encouraged to flight plan via:

ZIBUT [DCT] LARGE [DCT]: SLATN [or] JOBOC [or] DOVEY

Operators opting to flight plan via any other fix or Latitude/Longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non−radar traffic.

NOTE− This route may be filed bi−directionally

SIGNIFICANT POINT	COORDINATES
ZIBUT	36 56.30N / 72 40.00W
LARGE	39 17.12N / 69 18.07W
SLATN	39 07.00N / 67 00.00W
JOBOC	40 07.00N / 67 00.00W
DOVEY	41 07.00N / 67 00.00W

VIA: KAYYT [DCT] 06000W Longitude
Effective 5 June 2008, 1000Z: Operators departing the metropolitan New York Area destined to the African Continent may file via:

LINND−KAYYT−[TO 3800N/06000W or South, e.g. 3800N/06000W or 3700N/06000W or 3600N/06000W] – flight planned route.

NOTE− This route may be filed bi−directionally

SIGNIFICANT POINT	COORDINATES
LINND	39 24 35.130N / 071 42 37.750W
KAYYT	38 52 37.839N / 067 34 22.287W

NORTHBOUND

NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROLPOLITAN AREA

Effective 5 June 2008, 1000Z: All northbound airspace users exiting New York Center's West Atlantic Route System (WATRS) destined to New York Area airports on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following transition routes to join standard airport arrival routing:

ATS ROUTE	WATRS EXIT ROUTING (NORTHBOUND ONLY)
From L453;	…AZEZU–BERGH…
From L454;	…OKONU–L454–BERGH…
From L454 TO B24;	…OKONU–L454–WEBBB–B24…
From L455;	…SAVIK–L455–BERGH…
From L455 TO B24;	…SAVIK–AZEZU–B24…
From L456;	…MARIG–BERGH…
From L457;	…OKONU–L457–BERGH…
From L457 TO B24;	…OKONU–L457–WEBBB–B24…
From L459;	…SAVIK–L459–BERGH…
From L459 TO B24;	…SAVIK–AZEZU–B24…
From L461;	…MARIG–BERGH…
From L462;	…KAYYT–BERGH…

SIGNIFICANT POINT	COORDINATES	SIGNIFICANT POINT	COORDINATES
AZEZU	37 52 28.100N / 072 22 43.200W	BERGH	39 07 56.840N / 072 03 05.680W
OKONU	37 17 21.273N / 071 57 54.219W	WEBBB	37 40 17.560N / 071 58 55.326W
SAVIK	37 42 41.536N / 070 59 01.760W	MARIG	38 19 42.402N / 070 03 34.262W
KAYYT	38 52 37.839N / 067 34 22.287W		

(AJE–32, 5/8/08)

SPECIAL ROUTING FOR NON–RNP 10 AIRCRAFT IN

WATRS PLUS CONTROL AREAS (CTA)

1. On 5 June 2008, the FAA will implement a redesigned route structure and reduced lateral separation in the West Atlantic Route System (WATRS Plus) CTAs. 50 NM lateral separation will be applied between aircraft authorized Required Navigation Performance (RNP) 10 or RNP 4 in WATRS Plus CTAs. The WATRS Plus Control Areas are: the entire New York Oceanic CTA, the Atlantic portion of the Miami Oceanic CTA and the San Juan CTA/FIR.

2. Based on operator surveys and analysis of aircraft types that operate in the airspace, the FAA projects that, on the 5 June 2008 implementation date, approximately 5% of flights will be conducted by operators/aircraft that are NOT authorized RNP 10 or RNP 4.

3. The FAA objective remains to accommodate aircraft that are not RNP 10 or RNP 4 authorized (NonRNP 10 aircraft) in WATRS Plus CTAs, as has been stated in the FAA WATRS Plus Operational Policy & Procedures Notice. The FAA has, however, determined that on a limited number of WATRS Plus routes, NonRNP10 aircraft will need to file and fly special routing. For 10 routes, on average the special routing will be approximately 20 NM longer. For 3 routes, the routing will be on average 13 NM shorter. One routing from WATRS Plus route M329 will be 64 NM longer, however, NonRNP 10 aircraft types are projected to operate on that routing only about two times per month based on our analysis. (These aircraft may opt to fly on M328 or M330 to avoid the longer routing).

4. The need for NonRNP10 routing was generated by an unforeseen ground automation issue related to the necessity to apply a 90 NM lateral separation standard to NonRNP 10 aircraft. The FAA is working, as a high priority, on procedural and automation solutions to mitigate the need for NonRNP 10 aircraft routing and will keep the operators informed on its progress. The FAA has determined that there will be overall benefits to all users due to the more efficient altitudes available on the new WATRS Plus route structure.

5. **NonRNP 10 operators will file and fly NonRNP 10 routings, as shown in the table below, for operations in WATRS Plus CTAs, until further notice.**

WATRS Plus Route	Standard WATRS Plus Routing	NonRNP 10 Aircraft Reroute	*Miles Diff.	Projected Monthly Reroute Use
L451	ILIDO–L451–LETON–L450–GTK	ILIDO–LNHOM– L452–GTK	Net diff. of +7	*10*
L451	ILIDO–L451–SKYLE	ILIDO–LNHOM–L452–SKYLE		
L454	GRAMN–L454–ELMUC	GRAMN–LAMER– CERDA–ELMUC	+26	*1*
L455	RESCU–UMEDA–L455–LENNT DDP	SQUAD–DARUX– L456–THANK–DDP	+33	*15*
M201	PAEPR–M201– CA-RAC–LOMPI	PAEPR–MUNEY– M202–LOMPI	+12	*0*
M202	CARPX–UKOKA M202–ONGOT	CARPX–JAINS–ONGOT	+2	*2*
M203	NUCAR SNAGY M203 LEXIM	NUCAR – 29 09N / 076 42W LEXIM	–4	*0*
M204	NUCAR SUMRS M204 ELEBA	NUCAR – 29 09N / 076 42W ELEBA	+3	*0*

WATRS Plus Route	Standard WATRS Plus Routing	NonRNP 10 Aircraft Reroute	*Miles Diff.	Projected Monthly Reroute Use
M327	NUCAR SUMRS M327 KANUX	NUCAR – 29 09N / 076 42W KANUX	+8	*10*
M329	EXTER M329 BOREX	EXTER CNNOR BOREX	+20	*2*
M330	MLSAP MILLE M330 RUDLI	MLSAP 25 47N / 073 38W RUDLI	+1	*1*
M331	AVNEY CANEE M331 OLEDU	AVNEY 25 47N / 073 38W OLEDU	+37	*0*
M593	EXTER M329 GRATX M593 RUDLI	EXTER CNNOR RUDLI	+13	*0*
M595	MUSSH MILLE M330 RABAL	MUSSH 25 47N / 073 38W RABAL	–7	*0*

*NOTE – Plus (+) indicates longer route. Minus (–) indicates shorter route.

6. This Notice is posted under "WATRS Plus Route–Fix Data and Routing Information" in Section 2 of the FAA WATRS Plus Webpage. The URL is:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/

7. **Routing Questions.** For questions on WATRS Plus routing for NonRNP 10 aircraft in individual centers, please contact one of the specialists below:

New York Oceanic:	Peter.C.Ehrlein@faa.gov;	Ph. 631–468–1021
Miami Center:	Jim.McGrath@faa.gov;	Ph. 305–716–1592
San Juan Center:	Jose.Arcadia@faa.gov;	Ph. 787–253–8695
Jacksonville Center:	Stephen.Willett@faa.gov;	Ph 904–549–1573

(AJE–32, 5/8/08)

Special Area Navigation (RNAV) Routes Between Florida and Puerto Rico: Change From "T−routes" to "Y−routes" On 5 June 2008

Introduction. Effective 05 June 2008 at 0900Z, the Special Area Navigation (RNAV) routes in the airspace between Florida and Puerto Rico, previously identified as "T−routes", will be designated as "Y−routes". The letter "Y" will be followed by the numerical route number.

Background:

The airspace between the State of Florida and the Commonwealth of Puerto Rico is designated Class A airspace in Title 14 of the Code of Federal Regulations (14 CFR). The applicable sections are Part 71, Section 71.1, which incorporates FAA Order 7400.9 by reference, and Section 71.33. Historically, air traffic capacity within this area is constrained by a route structure based on traditional ground−based navigation aids (NAVAIDs) and non−mosaic radar facilities.

In 1999, the FAA's Southern Region developed a Special RNAV route structure to better serve the user community that flies between Florida and Puerto Rico. Those routes are currently designated "T−routes." They are being re−designated as "Y−routes" because the "T" designation is now being used to identify terminal RNAV routes in the National Airspace System (NAS).

The objective of the Y−routes does not change from that of the original Special RNAV T−routes. The objective is to capture the benefits that Global Navigation Satellite Systems (GNSS) and other approved RNAV systems provide by enabling aircraft to navigate on direct point−to−point routes. These special routes augment the existing conventional airway system and stand as the foundation toward increased efficiency in air traffic management and decreased operating costs for users.

The FAA has noted that many aircraft, both new and in−service, are being equipped with GNSS navigation systems. Based on this improved navigation capability, the FAA is considering future plans to publish and chart public routes in this area that conform to AC 90−100, as amended (U.S. Terminal and En Route Area Navigation (RNAV) Operations) with the intent of further enhancing the safety and efficiency of the Atlantic High Offshore airspace.

Operational Policy and Procedures:

1. Route and fix publication. On 10 April 2008, the waypoints that define the Y−routes will be published in the National Flight Data Digest (NFDD). Y−routes will remain "special" routes and will not be charted on U.S. government aeronautical charts. The Y−routes will generally follow the location and orientation of the T−routes, however, some waypoints will change slightly to accommodate crossing points with West Atlantic Route System (WATRS) Plus "Lima" and "Mike" routes.

2. Date/time for transition to Y−routes. Y−routes will replace T−routes at 0900Z on

5 June 2008. At/after 0900Z on 5 June 2008, aircraft planning to operate on special RNAV routes between Florida and Puerto Rico will file and fly Y−routes.

3. Operation when ATC radar temporarily OTS. Normally these routes operate under radar surveillance. However, under the conditions detailed below, the routes may continue to operate using non−radar procedures during periods of temporary air traffic control (ATC) radar outage. The decision to continue RNAV route operation in non−radar situation is based on an evaluation of the following communications, navigation and surveillance (CNS) factors:

A. Communications: Direct controller−pilot communications via VHF radiois available on the routes.

B. Navigation: Aircraft RNAV systems are approved for Instrument Flight Rules (IFR) operation in accordance with existing FAA regulations and Advisory Circulars (ACs)

C. Safety Net: In a non−radar environment, an operational Traffic Alert and Collision Avoidance System (TCAS) is required in accordance with paragraph 6 below.

D. Operational environment: Pilot requests for track deviations to avoid convective weather and for aircraft contingencies or emergencies will be managed in accordance with existing ATC procedures.

4. Operational approval

A. Class I Navigation: operations on the Y−routes will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation.

Note: FAA Order 8900.1, Vol. 4, Chap. 1, Sect. 3, Paragraph 4−56 states that area navigation is an approved type of IFR Class I navigation.

B. Operations Specifications: operators are considered eligible to conduct operations on the Y−routes provided that aircraft are equipped with the appropriate equipment in accordance with paragraph 5 and 6 below and operations are conducted in accordance with paragraph 7 below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Y−routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Caribbean Sea area of operations.

C. Title 14 CFR Part 91 Operators: Title 14 CFR Part 91 operators are considered eligible to conduct operation on the Y−routes provided aircraft are equipped with approved equipment in accordance with paragraphs 5 and 6 and operations are conducted in accordance with paragraph 7. Title 14 CFR Part 91 operators must review their Airplane Flight Manual (AFM) and verify that the aircraft RNAV system has been approved and installed in accordance with one of the FAA Advisory Circulars listed in paragraph 5. If the operator is unable to verify that the AFM shows that the aircraft RNAV system is appropriately approved, then it should contact the local Flight Standards District Office (FSDO) for help in determining eligibility. The FSDO may contact the Flight Technologies and Procedures Division (AFS−400) if further assistance is required. (See paragraph 8 for contacts). **A specific Letter of Authorization is not required.**

5. Operator determination of RNAV equipment eligibility. Operators will not flight plan nor operate on Y−routes unless their aircraft is equipped with RNAV systems that are approved for IFR navigation. Aircraft may be considered eligible to operate on

Y−routes if the AFM shows that the navigation system installation has received airworthiness approval in accordance with one of the following ACs:

A. AC 90−45A (Approval of Area Navigation Systems for use in the U.S National Airspace System)

B. AC 20−121A (Airworthiness Approval of LORAN−C Navigation Systems for use in U.S. National & Airspace System (NAS) and Alaska)

C. AC 20−130, as amended (Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors)

D. AC 20−138, as amended (Airworthiness Approval of Global NavigationSatellite System (GNSS) Equipment); or

E. AC 25−15 (Approval of Flight Management Systems in Transport Category Aircraft)

Note: for Inertial Navigation System (INS) limitation, see paragraph 7D.

6. TCAS equipage when ATC radar temporarily out of service. An operational TCAS is required for commercial operators to dispatch for flight on Y−routes when the Y−routes are not operating under radar surveillance. For general aviation operators, this requirement will be applied when the flight plan is filed. Air Traffic Control will notify operators that applicable ATC radar is inoperative as soon as possible**.**

7. Operational requirements and procedures.

A. Pilots in command (PIC) filing a Y−route are certifying that the crew is qualified and the aircraft equipment meets the requirements to conduct RNAV operations.

B. Pilots in command are responsible for navigating along the centerline (as defined by the aircraft navigation systems) in accordance with the requirements of 14 CFR Part 91.181 (course to be flown) and ICAO Annex 2, Paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1.1 states that flights shall "in so far as practicable, when on an established ATS route, operate along the defined centerline of that route.")

C. The PIC shall notify the Miami Air Route Traffic Control Center (ARTCC) or San Juan Combined Center Radar Approach Control (CERAP) of any loss of navigation capability that affects the aircraft's ability to navigate within the lateral limits of the route.

D. For the purpose of Y−route operation, on routes where Inertial Navigation Systems (INS) or Inertial Reference Systems(IRS) cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, aircraft are limited to 1.5 consecutive hours of un−updated operation. In preparation for take−off, this time starts when the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform position updating after the pilot has manually selected the navigation aid are considered to have "automatic update" capability.

E. Radar monitoring will normally be provided. In the event of a loss of radar, the flight crew will be advised. Air traffic control (ATC) will ensure that the appropriate non−radar separation is applied during these time periods.

F. Pilots must have and use an en route chart that identifies the Y−routes and their waypoints.

G. Waypoints shall be identified as compulsory or non−compulsory reporting points. When the ARTCC/CERAP is providing radar service, the operator shall report compulsory points only when requested. In accordance with ICAO documents, routes are identified as Y−routes and all waypoints/fixes are pronounceable five letter names.

8. Contacts for questions. If there are questions or a request, you may contact one of the following:

A. Jim McGrath (Miami Air Route Traffic Control Center). Phone: +1 305−716−1592; Email: Jim.McGrath@faa.gov

B. Madison Walton (Flight Standards Service, Flight Technologies and Procedures Division (AFS−400)). Phone: +1−202−385−4596; Email: Madison.Walton@faa.gov

C. Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc).Phone: +1−202−863−3692; Email: RGrimes@cssiinc.com

(AJE−32, 6/5/08)

NORTH ATLANTIC (NAT) SAFETY ALERT

Introduction. At its Forty−Third Meeting (Paris, 12 to 15 June 2007), the North Atlantic Systems Planning Group (NAT SPG) examined a number of safety concerns raised by its contributory bodies. The Group developed safety related material to urgently highlight to NAT aircraft operators ways in which they could contribute to reducing or mitigating these safety concerns. This material has been published as *NAT Safety Alert* in the NAT SPG & Subgroups section of the European and North Atlantic Office's website: http://www.paris.icao.int.

The FAA urges operators to review the NAT Safety Alert material published below, amend pilot training programs and operations manuals, if necessary, and take action to distribute the information to pilots.

NAT SAFETY ALERT (10 August 2007)

The ICAO North Atlantic Systems Planning Group (NAT SPG) has identified a number of safety−related issues affecting operations in the NAT Region. The Member States want to alert airspace users to the following issues:

Strategic Lateral Offset Procedures (SLOP). SLOP was created to reduce the risk of collision. SLOP involves the selection of offsets to the right of the cleared track and it is to be used as a **Standard Operating Procedure (SOP)** in the NAT Region. Random distribution of aircraft on and to the right of the centre line is key to compensating for the extremely accurate navigation capabilities of modern aircraft. This accuracy creates a situation where aircraft can be at immediate risk of collision if there is an unintended loss of vertical separation between flights following the same or reciprocal tracks.

By allowing pilots to randomly select to fly either 1 or 2 nautical miles (nm) right of the centre line, SLOP also incorporates wake turbulence avoidance procedures.

Although some NAT aircraft operators have successfully implemented this procedure as a SOP, there is still relatively little uptake on the part of the majority of NAT aircraft operators. Since the aircraft without automatic offset capability must fly the centre line, those that are capable are strongly encouraged to fly an offset of one or two nm right of the centre line. In practical terms:

1. if your aircraft can be programmed to fly an offset, fly a one nm or a two nm offset to the right of the centre line

2. being random is key to the procedure − follow your company's SLOP SOPs or find ways to choose different offsets for each flight

3. always fly your offset to the right of the centre line

4. you should fly an offset from the oceanic entry point to the oceanic exit point

5. you don't need an ATC clearance for an offset

6. you don't need to report that you are flying an offset if you are in the NAT Region

7. if your offset causes wake turbulence problems for a following aircraft, choose a different SLOP option (0, 1 or 2 nm to the right of the centre line) from the one you are currently applying.

Further information regarding the use of SLOP in the NAT Region is available on the NAT Programme Coordination Office (NAT PCO) Website at: www.nat−pco.org.

Report Leaving, Report Reaching. The early discovery of altitude deviations is extremely important to the overall safety of NAT operations. Recently, it has been discovreed that pilots frequently defer the required reports of leaving and reaching flight levels until the next routine communication. This has led to instances where aircraft have flown at the incorrect flight level for long durations. This is not acceptable from a system safety standpoint. While the actual number of vertical errors in the NAT Region is relatively small, the fact that some of these errors continue undetected (and therefore uncorrected) for long durations, has resulted in an unacceptable situation. In practical terms:

1. report leaving a flight level as soon as you begin your climb or descent

2. similarly, report reaching a flight level as soon as you are level

3. in RVSM airspace, provide the reports even if ATC has not specifically requested them

Adherence to Oceanic Clearance

As a key part of ensuring the overall safety in the NAT Region, pilots are reminded of the importance of strict adherence to the oceanic clearance. The NAT oceanic clearance provides separation from all known aircraft from the oceanic entry point to the oceanic exit point. This separation can only be assured if all aircraft enter oceanic airspace in accordance with their oceanic clearance.

Although it may be desirable to defer climb or descent to the cleared oceanic flight level, delaying the request to domestic ATC for a clearance may result in entering oceanic airspace at an incorrect flight level. This has an extremely negative impact on the overall safety situation. In practical terms:

1. flights must enter oceanic airspace level at the cleared oceanic flight level

2. flights must enter oceanic airspace at the cleared oceanic entry point

3. flights must maintain the assigned true Mach number

4. if a pilot cannot comply with any part of the oceanic clearance, ATC must be informed immediately

5. pilots must ensure that their aircraft performance enables them to maintain the cleared oceanic flight level for the entire oceanic crossing

6. if a pilot discovers that the aircraft is not able to reach or remain at a cleared flight level, ATC must be informed immediately

Further information regarding recommended practices in the NAT Region can be found in the NAT MNPS Airspace Operations Manual and the "On the Right Track" presentations, available on the ICAO NAT PCO Website at: www.nat−pco.org.

(AJE−32/AFS−400, 9/27/07)

NEW YORK FIR

ICAO Flight Plan Addressing in the New York Oceanic FIR:

All flights entering the New York Oceanic CTA/FIR should address flight plans to KZWYZOZX. Flights entering the New York Oceanic CTA/FIR from domestic United States airspace or Bermuda should address flight plans to both KZWYZOZX and KZNYZQZX. **(ATO−E, 21 Dec 06)**

BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning into the West Atlantic Route System (WATRS) via fixed ATS routes shall remain on the last ATC−assigned beacon code.

NEW YORK OCEANIC FIR DATA LINK PROCEDURES

New York ARTCC provides full Controller Pilot Data Link Communications (CPDLC) and Automatic Dependant Surveillance−Contract (ADS−C) services throughout it's Oceanic Airspace to FANS−1/A capable flights. The New York Oceanic FIR FANS LOGON address is "KZWY". CADS LOGON is **not** supported. Flights should use ADS for position reporting and CPDLC for all other ATC communications while in the New York Oceanic Area. See section 4 of this NOTAM for more information.

1. LOGON/Entry Procedures For Aircraft Entering the KZWY Data Link Service Area From Non−Data Link Airspace:

1) LOGON to KZWY at least 15 minutes but not more than 45 minutes prior to entering the New York Oceanic CTA/FIR.

2) **PRIOR** to entering the New York Oceanic FIR contact ARINC on HF or VHF providing the information as outlined in section 7 below.

2. Aircraft entering the New York Oceanic FIR from adjacent CPDLC airspace:

CPDLC and ADS services will be forwarded automatically between New York, Santa Maria, and Gander OCA's. CPDLC connections will be transferred approximately 5 minutes prior to the boundary crossing point. Pilots should determine the status of the FANS connection when crossing the New York Oceanic FIR boundary.

(1) If "KZWY" is the active connection, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Contact ARINC on HF providing the information as outlined in section 7 below.

(2) If "KZWY" is not the active center, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Terminate the CPDLC connection, then log–on to "KZWY".

[b] Contact ARINC on HF providing the information as outlined in section 7 below.

3. Flights Over Flying New York Bermuda RADAR Airspace

Prior to entering New York Bermuda RADAR airspace, aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re–log–on to "KZWY" prior to re–entering the New York Oceanic CTA/FIR when they are advised by ATC to contact ARINC on HF.

4. Position Reports

Position reports should be made via ADS. The two types of ADS contracts that will be established with each aircraft are a twenty (20) minute Periodic Report Rate and a five (5) mile Lateral Deviation Event. This is in addition to normal waypoint reports. Operators should **not** use CPDLC for position reports but it should be used for all other ATC communications. Position reports should be made via HF if ADS is not available. KZWY cannot accept CPDLC position reports containing latitude and longitude in the ARINC 424 format (e.g. 4050N)

5. Controller Pilot Data Link Communications (CPDLC) Failure

In the event of Data Link failure or outages, flight crews shall contact New York Radio via HF voice for routine communications. SATVOICE contact should be limited to distress and urgency situations.

6. Exit Procedures for Aircraft Exiting the KZWY Data Link Service Area to Adjacent Non–CPDLC Airspace

Aircraft approaching New York Center Domestic, New York Center Bermuda RADAR, San Juan, Piarco, Jacksonville, Miami, Moncton, and Gander Domestic can expect a CPDLC uplink message containing the VHF frequency assignment for the next facility. CPDLC End Service will be sent approximately 5 minutes prior to the boundary crossing point.

7. High Frequency (HF) and Very High Frequency (VHF) Communications Requirements Prior to Entering the KZWY Oceanic Area

1) Contact New York Radio (ARINC) on HF or VHF and identify the frequency which calls are being made on.
2) Identify the flight as ADS and/or CPDLC connected.
3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.
4) Request a SELCAL check.
5) Expect to receive primary and secondary HF frequency assignments from New York Radio for the route of flight within the Data Link Service Area.

If the Flight Will Exit ZNY Oceanic Airspace Into Domestic Airspace (Including Overhead New York Bermuda RADAR)

1) Identify the flight as ADS and/or CPDLC connected.
2) State the track letter if operating on the Organized Track System (OTS).
3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.

4) Request a SELCAL check.

NOTE 1: ARINC May require flights to contact them at 60 West for HF frequency updates.

NOTE 2: HF frequency updates are required due to frequency propagation.

NOTE 3: Pilots must maintain SELCAL watch at all times within the New York Oceanic FIR.

Example Transmissions

Random Route:

"New York Radio, (N12345), on (11396). ADS and CPDLC connected, exit point (SUMRS), (Miami) next, SELCAL (AB−CD)."

Organized Track:

"New York Radio, (N12345), NAT Track (Whiskey), exit point (44N50W), (Gander) next, SELCAL (AB−CD)"

8. Questions

Direct questions to the New York Center Airspace and Procedures Office, telephone: 001−631−468−1018, fax 001−631−468−4229 during normal business hours, Monday − Friday. During all other times, contact the New York Center North Atlantic Supervisor: +1−631−468−1496, or Aeronautical Radio Supervisor: +1−631−244−2483. Additional information concerning CPDLC can be found at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

(AJE−32, 6/5/08)

SATVOICE CAPABILITY − NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). SATVOICE contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

NOTE−
Aircraft should be logged onto the Atlantic Ocean Region West (AOR−W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N) and 436696 (WATRS Area).

Operational Policy and Procedures For the West Atlantic Route System (WATRS), the New York Oceanic FIR, the San Juan FIR and Atlantic High Offshore Airspace

OBJECTIVES. The objectives of this Notice are to:

• Document RVSM policies and procedures applicable in the San Juan FIR and Atlantic High Offshore airspace.

• Document RVSM policies and procedures applicable in the New York Oceanic FIR portion of WATRS and south of 27 degrees north latitude.

• Document procedures applicable to general oceanic operations (i.e., above, below and within RVSM airspace).

• Clarify policies applicable in oceanic airspace versus those to be applied in areas where VHF or UHF voice communications are established between the pilot and controller.

SIGNIFICANT CHANGES (2/16/06 version). See Section 2, paragraph b (Special Procedures for In−flight Contingencies In Oceanic Airspace).

TABLE OF CONTENTS:

INTRODUCTION

1. Section 1 details policies and procedures that are applicable in FAA controlled oceanic airspace where RVSM is implemented in:

- The San Juan FIR portion of WATRS
- The New York Oceanic FIR portion of WATRS
- The New York Oceanic FIR south of 27 degrees north latitude

2. Section 2 details policies and procedures that are intended to apply to all oceanic operations (i.e., operations above, below and within RVSM airspace). These procedures would generally be applied in airspace **where direct controller−pilot VHF or UHF voice communication is not available** in:

- the San Juan FIR portion of WATRS
- the New York Oceanic portion of WATRS and south of 27 degrees north latitude

3. The policies and procedures published in the FAA Notice, "Operational Policy/Procedures For RVSM In The Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR", are intended to apply in FAA controlled RVSM airspace **where direct controller−pilot VHF or UHF voice communication is available in:**

- The San Juan FIR
- Atlantic and Gulf of Mexico High Offshore Airspace
- The lower 48 states of the U.S. and Alaska

The Notice is posted on the FAA RVSM Documentation Webpage in the "Domestic U.S. RVSM" section of "Area of Operations Specific Information".

Note: Pilots must be aware of the air traffic services available to them and follow procedures and guidance appropriate to the services available. In contingency situations, it is recognized that ultimately pilot judgment will determine the actions to be taken in specific circumstances and areas.

SECTION 1

RVSM POLICY AND PROCEDURES

a. RVSM AIRSPACE: DATE, TIME AND AIRSPACE WHERE IMPLEMENTED

1. The following FAA controlled airspace will be designated as RVSM airspace between FL 290−410 (inclusive) on January 20, 2005 at 0901 UTC:

- The entire San Juan FIR
- The New York Oceanic FIR south of 27 degrees north latitude
- All Atlantic High Offshore and Gulf of Mexico High Offshore Airspace
- The lower 48 states of the U.S. and Alaska

2. On the same date and time, RVSM will also be implemented in the following airspace where other authorities provide Air Traffic Services:

- Canadian Southern Domestic airspace
- Mexican Airspace
- The airspace of the Caribbean and South American regions

3. RVSM was implemented between FL 290−410 (inclusive) in the New York FIR portion of WATRS airspace in November 2001.

NOTE: RVSM airspace is "exclusionary" airspace. Prior to operating in designated RVSM airspace, with only limited exceptions, operators and aircraft must have received authorization from the responsible civil aviation authority. See paragraph j for policies on Non−RVSM aircraft.

b. FLIGHT LEVEL ALLOCATION SCHEME (FLAS).

Altitude assignments for direction of flight will follow a scheme of odd altitude assignment for magnetic courses 000−179 degrees and even altitudes for magnetic courses 180−359 degrees for flights up to and including FL410.

c. ELIMINATION OF RVSM TRANSITION AREAS

Effective January 20, 2005 at 0901 UTC, airspace previously designated as "RVSM transition areas" will be designated as RVSM airspace. This includes the airspace within the San Juan CERAP and the Offshore airspace of the Miami, Jacksonville, Washington, and Boston ARTCCs directly adjacent to the New York Oceanic FIR.

d. SOURCES OF RVSM INFORMATION: FAA RVSM HOMEPAGE AND RVSM DOCUMENTATION WEB PAGE

1. The FAA maintains a Website containing documents and policy related to RVSM operations in various regions of the world. The FAA RVSM Homepage address is: www.faa.gov/ats/ato/rvsm1.htm. The "RVSM Documentation" Webpage is linked to the RVSM Homepage. The RVSM Documentation Webpage contains sections on RVSM Approval, Monitoring Requirements and Procedures, Registration on RVSM Approvals Databases and Area of Operations Specific Operational Policy and Procedures.

2. The FAA Webpage has links to Websites in other regions such as Europe, Caribbean and South America and Asia/Pacific.

e. AIRWORTHINESS AND OPERATIONAL APPROVAL, APPROVALS DATABASES, AND MONITORING

1. Approval Process. Operators must obtain operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. The documents listed below are found on the RVSM Documentation Webpage.

(a) "RVSM Approval Checklist – US Operators" or "RVSM Approval Checklist – Non–US Operators" (as applicable). These are job aids or check lists found in the "Getting Started" section that show aircraft and operator approval process events with references to related information in RVSM documents published on the Webpage.

(b) "RVSM Area New to the Operator." This document provides a guide for operators that are conducting RVSM operations in one or more areas of operation, but are planning to conduct RVSM operations in an area where they have not previously conducted RVSM operations.

2. Registration On Approvals Databases. In accordance with regional agreements, State civil aviation authorities must maintain a State database of RVSM approved operators and airframes for which they are responsible. In addition, they are responsible for providing database information to the appropriate regional central monitoring agency.

(a) Registration of U.S. Operators. The Separation Standards Group at the FAA Technical Center maintains the U.S. database of RVSM approved airframes and operators. The Separation Standards Group obtains the required information on U.S. operators and airframes directly from the FAA Flight Standards (AFS) Program Tracking and Reporting Subsystem (PTRS). The "Registration on RVSM Approvals Databases" section of the RVSM Documentation Webpage explains this process for U.S. operators. Once a U.S. operator has completed the approval process with the appropriate AFS field office, no further action is required on the part of the operator.

(b) Registration of Non–U.S. Operators. The "Registration on RVSM Approvals Databases" section of the RVSM Documentation Webpage provides contacts and information on various regional databases such as the Caribbean and South American Monitoring Agency (CARSAMMA) and the North Atlantic Central Monitoring Agency (NAT CMA).

3. Aircraft Monitoring. Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude–keeping performance standard is being met. For information on RVSM monitoring, see the "Monitoring Requirements and Procedures" section of the RVSM Documentation Webpage.

f. TCAS II VERSION 7.0 (ACAS II)

1. U.S. Operators.

(a) TCAS requirements for U.S. operators flying in airspace where RVSM is applied are established in 14 CFR Part 91 Appendix G. Appendix G (Operations in RVSM Airspace) states that, unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version.

(b) For operations within other countries, U.S. operators are reminded that Part 91 Section 91.703 requires them to "…comply with the regulations relating to flight and maneuver of aircraft there in force".

2. Non–U.S. Operators: ICAO Annex 6, Part I (International Commercial Air Transport Airplanes). Operators should confirm ACAS II equipage requirements applicable to them with the responsible State authority. Regional groups for the North Atlantic, Caribbean and South America have advocated that States adopt the standards of ICAO Annex 6, Part I. The Part I standard is: from 1 January 2005, turbine–engined airplanes with a maximum certificated take–off mass in excess of 5,700 kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

g. PILOT–CONTROLLER PHRASELOLGY. Pilot–controller phraseology is provided in the attachment to this notice. It is the same as that used in Domestic U.S. RVSM operations.

h. FLIGHT PLANNING REQUIREMENTS

1. Unless special arrangement is made as detailed below, RVSM approval is required for aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has approved the aircraft and will meet the RVSM requirements for the filed route of flight and any planned alternate routes.

2. ICAO Flight Plan. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that the aircraft is RVSM approved.

3. FAA Flight Plan. The letter "W" or the letter "Q" shall be inserted in block 3 of the FAA Flight Plan for flight in RVSM airspace. Letter "W" indicates RVSM approval only. Letter "Q" indicates both RVSM and Advanced RNAV capabilities. See the FAA Notice, "Revised Aircraft Equipment Suffix Table For FAA Flight Plans". It is posted in the North American RVSM section of the RVSM Documentation Webpage.

i. BASIC IN–FLIGHT PROCEDURES IN RVSM AIRSPACE

1. Basic Pilot Procedures. Basic pilot procedures for operation in RVSM airspace are published in Appendix 4 of Guidance 91–RVSM. 91–RVSM is posted on the FAA RVSM Documentation Webpage. Some significant polices published in Appendix 4 are:

(a) Before entering RVSM airspace, the pilot should review the status of required equipment and the following equipment should be operating normally:

(1) Two primary altimetry systems.

(2) One automatic altitude–keeping device.

(3) One altitude–alerting device.

(b) The pilot must notify ATC whenever the aircraft:

(1) Is no longer RVSM compliant due to equipment failure.

(2) Experiences loss of redundancy of altimetry systems.

(3) Encounters turbulence that affects the capability to maintain flight level.

(See Appendix 5 of FAA Guidance 91–RVSM for pilot and controller actions in such contingencies.)

(c) During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft. (45 m).

2. Pilot Level Call. Except in a radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

j. PROCEDURES FOR OPERATIONAL OF NON–RVSM AIRCRAFT IN OCEANIC RVSM AIRSPACE IN WATRS AND THE SAN JUAN FIR.

1. Non−RVSM Aircraft. If either the operator or aircraft or both have not been authorized to conduct RVSM operations, the aircraft will be referred to as a "Non−RVSM" aircraft. (Paragraph j.5 below identifies categories of Non−RVSM aircraft that may be accommodated in RVSM airspace).

2. Flight Priority. It should be noted that RVSM approved aircraft will be given priority for level allocation over non−RVSM approved aircraft.

3. Vertical Separation Applied. The vertical separation minimum between non−RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.

4. Continuous Climb/Descent Of Non−RVSM Aircraft Through RVSM Airspace. Non−RVSM aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:

(a) Do not climb or descend at less than the normal rate for the aircraft.

(b) Do not level off at an intermediate level while passing through the RVSM stratum.

5. Special Coordination Procedures For Cruise Operation Of Non−RVSM Aircraft In Oceanic RVSM Airspace.

(a) Only certain categories of Non−RVSM aircraft may flight plan to cruise in RVSM airspace. After special coordination as detailed in subpara j.5(c) below, the following Non−RVSM aircraft may flight plan at RVSM flight levels:

- Department of Defense (DoD) aircraft
- Flights conducted for aircraft certification and development purposes
- Air ambulance flights conducted using a Lifeguard call sign
- Non−U.S. State aircraft operating in the conduct of official government functions. (Non−U.S. State aircraft are aircraft used by other States (countries) in military, custom, and police services).

(b) Non−RVSM State Aircraft. ATC Notification of non−RVSM compliant State aircraft is accomplished through filing of an ICAO flight plan. In Field 18 of the ICAO Flight Plan, include "STS/APVD NONRVSM."

NOTE. *New York Oceanic or San Juan Center, as appropriate, will coordinate Non−RVSM status with any affected adjacent FIR or facility.*

(c) Operator Actions. Aircraft operators in the categories described in subpara j.5(a) requesting approval shall:

(1) If departing from, or transiting through the New York portion of WATRS or the San Juan FIR, and initial entry into an RVSM exclusive environment is the New York FIR or the San Juan FIR, obtain approval from New York Center or San Juan Center normally not more than 24 hours and not less than 4 hours prior to intended departure time.

NOTE. *Aircraft utilizing the call sign "LN" and the radiotelephony "Lifeguard," are exempt from the requirements contained in subpara j.5(c)(1) above and j.5(c)(3) below. Filing a flight plan constitutes sufficient notification as required by this paragraph.*

(2) Include "STS/APVD NONRVSM" in Field 18 of the ICAO Flight Plan.

(3) For operations into the New York Oceanic FIR, after departure, the pilot shall notify the ATC facility (on VHF) adjacent to the New York boundary that approval has been obtained from New York Center.

(4) In all operations of Non−RVSM aircraft in RVSM airspace, when communicating with air traffic, pilots will follow the direction of paragraph g above (Pilot−Controller Phraseology) and state "Negative RVSM" as directed.

NOTE. *Approval means able to operate in the RVSM stratum. Aircraft operating levels will be subject to Air Traffic Control.*

(d) Contact details for approval request are as follows:

(i) New York Center: Telephone: (631) 468−1495 or (631) 468−5959.

(ii) San Juan Center: Telephone: (787) 253−8664 or (787) 253−8665

6. This approval process is intended exclusively for the purposes indicated above and not as a means to circumvent the normal RVSM approval process.

k. PROCEDURES FOR SUSPENSION OF RVSM IN OCEANIC AIRSPACE

1. "Suspending" RVSM in this paragraph refers to increasing the vertical separation minimum between all aircraft to 2,000 ft. Air Traffic Service providers will consider suspending RVSM procedures when there are pilot reports of greater than moderate turbulence within affected areas in the New York Oceanic FIR and in oceanic areas in the San Juan FIR. The provision to suspend RVSM will normally only be considered for oceanic areas where direct controller−pilot VHF or UHF voice communication and radar surveillance is not available.

2. In the event that RVSM is suspended in an oceanic airspace in WATRS and/or the San Juan FIR, a NOTAM will be issued.

l. HEIGHT DEVIATION REPORTING

1. The successful implementation of RVSM in any airspace is dependent on regular monitoring of airspace system safety. An important part of that monitoring program is the reporting of height deviations 300 feet or more from the assigned flight level. Any deviation which is 300 feet or more from the assigned level in RVSM or RVSM Transition airspace, whether intentional or not, should be reported to the appropriate Regional Monitoring Agency.

2. Historically, these events have been spawned by several causes:

(a) Misunderstandings between aircrew and ATC facility regarding the assigned flight level.

(b) Maneuvering an aircraft away from the assigned flight level.

(c) Responding to contingency events, prior to offsetting laterally from the adjacent track.

(d) Negotiating meteorological effects (turbulence).

(e) Equipment failure.

(f) Responding to TCAS RA and TA.

3. The "Altitude Deviation Report Form" for reporting these events is an attachment to the North Atlantic (NAT) MNPS Airspace Operations Manual. This manual is posted in the "MNPSA" section of the NAT Program Coordination Office Website (**www.nat−pco.org**). The form may be filed at the completion of the flight or it may be filed by the controlling ATC facility, as appropriate. It should be sent to:

(a) Separation Standards Group at the FAA William J. Hughes Technical Center. Fax +01 609 485−5117.

(b) North Atlantic Central Monitoring Agency. Email: natcma@nats.co.uk; Fax +44 1292 692 754

(c) Caribbean and South American Regions Monitoring Agency. Website address: www.cgna.gov.br/carsam/Ingles/index.htm. Fax: 55 (12) 39 41 70 55

4. The data compiled from reports is reviewed regularly and summarized to prepare an estimate of safety for the WATRS airspace. From this information, improved procedures and practices are recommended.

SECTION 2

PILOT PROCEDURES GENERALLY APPLICABLE TO OCEANIC OPERATIONS (i.e., ABOVE, BELOW AND WITHIN RVSM AIRSPACE)

a. ***Update:*** **Special Procedures for In−flight Contingencies In Oceanic Airspace**. This paragraph contains procedures for in−flight contingencies in oceanic airspace that are now published in Section 15.2.2 of ICAO Document 4444 *(Procedures for Air Navigation Services − Air Traffic Management)*. Effective February 16, 2006, operators are expected to follow the procedures printed below. The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

NOTE 1: The only **significant** procedural change from in−flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to **15nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. In the "General Procedures" section below, see paragraphs 3b and 4.

NOTE 2: Prior to this harmonization, the track offset for in−flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.

SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: INTRODUCTION

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

(a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;

(b) En route diversion across the prevailing traffic flow; and

(c) Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. These procedures are applicable primarily when rapid descent and/or turn−back or diversion is required. The pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: GENERAL PROCEDURES

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

(a) Leave the assigned route or track by initially turning *****90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

(1) The direction to an alternate airport, terrain clearance;

(2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

***FAA EXPLANATORY NOTE:** a turn of less than or greater than 90 degrees may be required, depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

(b) Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km **(15 NM)** from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

(c) Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including the ATS route designator or the track code, as appropriate) and intentions on the frequency in use and on 121.5 MHz (or, as a back−up, on the inter−pilot air−to−air frequency 123.45 MHz);

(d) Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

(e) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(f) Keep the SSR transponder on at all times; and

(g) Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable*, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: ETOPS AIRCRAFT (Extended Range Operations By Aircraft With Two−Turbine Power−Units)

If the contingency procedures are employed by a twin−engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

b. WEATHER DEVIATION PROCEDURES FOR OCEANIC OPERATIONS

General Procedures

1. The following procedures are intended to provide guidance for deviations around thunderstorms. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

Route center line track	Deviations >10 NM	Level change
EAST (000−179 magnetic)	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST (180−359 magnetic)	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

NOTE–
Subpara 6 below calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air–to–air with near–by aircraft. ***If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.***

2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in subpara 6 below.

3. The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.

4. Obtaining priority from ATC when weather deviation is required.

(a) When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

(b) The pilot still retains the option of initiating the communications using the urgency call "PAN PAN PAN" to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

5. Actions to be taken when controller–pilot communications are established.

(a) The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected.

(b) ATC takes one of the following actions:

(1) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track.

(2) If there is conflicting traffic in the horizontal dimension, ATC separates aircraft by establishing vertical separation.

(3) If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

[i] Advise the pilot unable to issue clearance for requested deviation.
[ii] Advise pilot of essential traffic.
[iii] Request pilot's intentions.

PHRASEOLOGY–
"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."

(c) The pilot will take the following actions:

(1) Advise ATC of intentions; and

(2) Comply with air traffic control clearance issued; or

(3) Execute the procedures detailed in subpara 6 below. (ATC will issue essential traffic information to all affected aircraft.)

(4) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

6. Actions to be taken if a revised air traffic control clearance cannot be obtained.

(a) The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air, when it is absolutely necessary in the interests of safety to do so.

(b) If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot should take the following actions:

(1) If possible, deviate away from an organized track or route system.

(2) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back−up, the VHF inter−pilot air−to−air frequency 123.45).

(3) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).

(4) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

(5) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC.

(6) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the criteria in the table in paragraph c.1 above.

(7) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

(8) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.

c. STRATEGIC LATERAL OFFSETS IN OCEANIC AIRSPACE TO MITIGATE COLLISION RISK AND TO MITIGATE WAKE TURBULENCE

1. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedure will be in force throughout the New York Oceanic FIR and **in oceanic airspace in the San Juan FIR.** This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non−normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur due to highly accurate navigational systems.

2. Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track;

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, one or 2 NM right; and,

(c) Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

(c) Pilots should use whatever means are available (e.g. TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2b above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

NOTE. *It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air−to−air channel, 123.45, may be used to co−ordinate the best wake turbulence offset option.*

(f) Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point. This provision applies to aircraft entering airspace in the San Juan FIR where direct controller−pilot VHF or UHF voice communication is available.

(g) Bermuda. Aircraft transiting radar−controlled airspace in the vicinity of Bermuda may remain on their established offset positions;

(h) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised; and,

(i) Voice position reports are to be based on the current ATC clearance and not the exact co−ordinates of the offset position.

ATTACHMENT

Standard Phraseology for RVSM Operations

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) confirm RVSM approved
Pilot indication that flight is RVSM approved	Affirm RVSM
Pilot will report lack of RVSM approval (Non−RVSM status): a. On the initial call on any frequency in the RVSM airspace and… b. In all requests for flight level changes pertaining to flight levels within the RVSM airspace and… c. In all read−backs to flight level clearances pertaining to flight levels within the RVSM airspace and… d. In read back of flight level clearances involving climb and descent through RVSM airspace (FL290−410)	Negative RVSM, (supplementary information, e.g., “Certification flight”).
Pilot report of one of the following after entry into RVSM airspace: all primary altimeters, automatic altitude control systems or altitude alerters have failed. (*This phrase is to be used to convey both the initial indication of RVSM aircraft system failure and on initial contact on all frequencies in RVSM airspace until the problem ceases to exist or the aircraft has exited RVSM airspace).*	Unable RVSM Due Equipment
ATC denial of clearance into RVSM airspace	Unable issue clearance into RVSM airspace, maintain FL ___ .
Pilot reporting inability to maintain cleared flight level due to weather encounter	Unable RVSM due (state reason) (e.g., turbulence, mountain wave)

Message	Phraseology
ATC requesting pilot to confirm that an aircraft has regained RVSM−approved status or a pilot is ready to resume RVSM	Confirm able to resume RVSM
Pilot ready to resume RVSM after aircraft system or weather contingency	Ready to resume RVSM

(Oceanic Operations Standards Group, AJE−32 2/16/06)

SPECIAL NOTICE −− TURBULENCE IMPACT ASSESSMENT

To help in assessing whether moderate or severe turbulence might have an impact on operations in the North Atlantic (NAT) Region, including the Western Atlantic Route System (WATRS), when reduced vertical separation minimum of 1,000 feet is applied between FL290 and FL410 inclusive, the frequency and magnitude of altitude deviations from assigned FL caused by moderate to severe turbulence needs to be quantified. To this end, air crews operating in the NAT Region, including all of the WATRS areas, are required to **include the magnitude of the deviation, in feet, from assigned FL in all required reports of moderate to severe turbulence.**

SPECIAL NOTICE −− NAT ATS MESSAGE FORMAT

The following is submitted in an effort to standardize ATS message formats for air/ground communications in the North Atlantic (NAT) Region:

a. General

1. All NAT air−ground messages are categorized under one of the following headings (excluding emergency messages):

(a) Position Report.

(b) Request Clearance.

(c) Revised Estimate.

(d) Miscellaneous Message.

2. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

(a) Use the correct type of message applicable to the data transmitted.

(b) State the message type on the contact call to the ground station or at the start of the message.

(c) Adhere strictly to the sequence of information for the type of message.

(d) All times in each of the messages should be expressed in hours and minutes.

b. Description of ATS Message Types. Aircraft should transmit air−ground messages using standard RTF phraseology in accordance with the following:

1. POSITION. To be used for routine position reports.

CONTENT AND DATA SEQUENCE

(a) "POSITION."

(b) Flight identification.

(c) Present position.

(d) Time over present position (hours and minutes).

(e) Present flight level.

(f) Next position on assigned route.

(g) Estimated time for next position (hours and minutes).

(h) Next subsequent position.

(i) Any further information; e.g., MET data or Company message.

EXAMPLE–
"Position, SWISSAIR 100, 56N 010W 1235, flight level 330, estimating 56N 020W 1310, next 56N 030W"

2. REQUEST CLEARANCE.

(a) To be used, in conjunction with a routine position report, to request a change of mach number, flight level, or route and to request westbound oceanic clearance prior to entering Reykjavik, Santa Maria or Shanwick CTAs.

CONTENT AND DATA SEQUENCE

(1) "REQUEST CLEARANCE."

(2) Flight identification.

(3) Present or last reported position.

(4) Time over present or last reported position (hours and minutes).

(5) Present flight level.

(6) Next position on assigned route or oceanic entry point.

(7) Estimate for next position or oceanic entry point.

(8) Next subsequent position.

(9) Requested Mach number, flight level or route.

(10) Further information or clarifying remarks.

EXAMPLE–
"Request clearance, TWA 801, 56N 020W 1245, flight level 330, estimating 56N 030W 1320, next 56N 040W, requesting flight level 350"

(b) To be used to request a change in Mach number, flight level, or route when a position report message is not appropriate.

CONTENT AND DATA SEQUENCE

(1) "REQUEST CLEARANCE."

(2) Flight identification.

(3) Requested Mach number, flight level or route.

(4) Further information or clarifying remarks.

EXAMPLE–
"Request clearance, BAW 212, requesting flight level 370"

3. REVISED ESTIMATE. To be used to update estimate for next position.

CONTENT AND DATA SEQUENCE

(a) "Revised Estimate."

(b) Flight identification.

(c) Next position on route.

(d) Revised estimate for next position (hours and minutes).

(e) Further information.

EXAMPLE–
"Revised estimate, WDA 523, 57N 040W 0325"

4. MISCELLANEOUS. To be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station.

CONTENT AND DATA SEQUENCE

(a) Flight identification.

(b) General information or request in plain language and format free.

OCEANIC FLIGHTS ORIGINATING FROM THE CAR OR SAM REGIONS AND ENTERING NAT MNPSA VIA THE NEW YORK OCA

When a pilot has received from ATC a complete route, altitude, and Mach Number, regardless whether or not the elements are issued concurrently or from the same ATC center, the pilot has an oceanic clearance and no specific request for one is necessary.

For example: Santo Domingo ACC issues a clearance with a complete route and altitude to a flight from Santo Domingo to Europe. Later, the San Juan CERAP issues the aircraft a clearance to maintain Mach .84. At this point, all three required elements (Route, Mach Number and Flight Level) have been received and the flight has an oceanic clearance. A subsequent change to any single element of the oceanic clearance does not alter the others.

If the pilot does not have all the elements of the oceanic clearance, obtain them prior to entering MNPS airspace. If any difficulty is encountered obtaining the elements of the oceanic clearance, the pilot SHOULD NOT enter holding while awaiting a clearance unless so directed by ATC. Proceed on the cleared route, or flight plan route into MNPS airspace and continue to request the clearance elements needed. **(ATO–150 9/14/99)**

SPECIAL NOTICE –– GENERAL AVIATION OPERATORS

Unless the pilot and the aircraft are certified for operation in Minimum Navigation Performance Specification Airspace (MNPSA), the aircraft will be denied entry into MNPSA by the first oceanic facility handling the flight.

Information concerning operation in MNPSA may be obtained from the North Atlantic MNPS Airspace Operations Manual and the North Atlantic International General Aviation Operations Manual.

SPECIAL NOTICE–– COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. **These procedures are intended to complement and not supersede state procedures/regulations.** It is not possible to provide guidance for all situations associated with a communications failure.

a. General

1. If so equipped the pilot of an aircraft experiencing a two−way−radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

2. The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

b. Communications Failure Prior To Entering NAT Oceanic Airspace

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level, and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

c. Communications Failure Prior To Exiting NAT Oceanic Airspace

1. Cleared on flight plan route. The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

2. Cleared on other than flight plan route. The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

"WHEN ABLE HIGHER" (WAH) REPORTS

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capability of the aircraft is known by controllers. If the aircraft is capable of a higher altitude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct controller−pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

Eastbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

EXAMPLE−
"Global Air 543, 40 north 40 west at 1010, flight level 350, estimating 40 north 50 west at 1110, 40 north 60 west. Next able flight level 360 at 1035."

NOTE−
Pilots may include more than one altitude if that information is available.

EXAMPLE–
(after stating initial report) "Able flight level 360 at 1035, able flight level 370 at 1145, able flight level 390 at 1300."

MANDATORY PILOT REPORTS

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360, and 370).

EXAMPLE–
(*initial altitude readback)*: *"Global Air 543 climbing to flight level 360."*
(upon reaching assigned altitude): "Global Air 543 level at flight level 360."

CARIBBEAN, SOUTH AMERICA, AND GULF OF MEXICO

FDC 2/8646 ZFW TX.. Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. **(ATP–130 7/29/02)**

FDC 2/8645 ZHU TX.. Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. **(ATP–130 7/29/02)**

FDC 2/8644 ZAB NM.. Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the united states/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. **(ATP–130 7/29/02)**

ENHANCEMENT OF THE MEXICO VHF NETWORK

On May 1, 2003 ARINC declared its Mexico VHF Voice Network (MEXNET) operational. This network is operated as part of the existing ARINC Domestic VHF Network Service, controlled from the ARINC New York Communications Center on network frequency 130.700 MHz. In 2006, ARINC installed additional VHF voice ground stations at Villahermosa, (MX/VSA) and Veracruz (MX/VER) to provide improved enroute and on–ground coverage at these airports. Effective May 1, 2007, the ARINC San Francisco Communications Center assumed control of this network.

The expansion of ARINC coverage in Mexico was implemented to enable airline compliance with 14 CFR Part 121.99. This network can be used for Phone Patches and Radio Operator message delivery. It will also provide on–the–ground coverage at the sites listed below:

MMAA	ACA	Acapulco
MMLO	BJX	Leon/Guanajuato
MMGL	GDL	Guadalajara
MMCU	CUU	Chihuahua
MMHO	HMO	Hermosillo

MMLM	LMM	Los Mochis
MMMZ	MZT	Mazatlan
MMPR	PVR	Puerto Vallarta
MMVR	VER*	Vera Cruz
MMSD	SJD	San Jose Del Cabo
MMVA	VSA*	Villahermosa
MMTC	TRC	Torreon
MMTM	TAM	Tampico
MMMY	MTY	Monterrey
MMMX	MEX	Mexico City

Note: MID and CUN will continue to be covered by New York ARINC on the Gulf Net/130.7 MHz. The Puebla, MX/PBC site has been decommissioned.

Questions regarding ARINC Voice Services or this NOTAM should be directed to the ARINC Service Desk (800) 633−6882 or (703) 637−6360. **(ARINC 04/20/07)**

GULF OF MEXICO AIRSPACE
RVSM POLICY/PROCEDURES AND STRATEGIC LATERAL OFFSETS

OBJECTIVES. The objectives of this Notice are to:

• To clarify policy and procedures to be applied in the Gulf of Mexico associated with the implementation of **Reduced Vertical Separation Minimum (RVSM)** on January 20, 2005.

• To implement the Strategic Lateral Offset Procedure in Gulf of Mexico oceanic airspace.

TABLE OF CONTENTS. Paragraph headings and paragraph subject matter are listed below:

SECTION 1: RVSM POLICIES AND PROCEDURES FOR THE GULF OF MEXICO

a. Date, Time, and Airspace Where RVSM Is or Will Be Implemented

1. On January 20, 2005 at 0901 UTC, RVSM will be implemented between flight level (FL) 290−410 (inclusive) in the:

• Lower 48 states of the United States, Alaska and the San Juan FIR

• Gulf Of Mexico High and Atlantic High Offshore Airspace (including Houston and Miami Oceanic airspace

• Mexico including the Merida FIR.

2. On the same date and time, RVSM will also be implemented in:

• Canadian Southern Domestic airspace

• The Caribbean and South American regions.

NOTE: RVSM airspace is "exclusionary" airspace. Prior to operating in designated RVSM airspace, with only limited exceptions, operators and aircraft must have received authorization from the responsible civil aviation authority.

b. POLICIES AND PROCEDURES APPLICABLE IN GULF OF MEXICO AIRSPACE

1. The FAA Notice, **"Operational Policy/Procedures For RVSM In the** Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR", provides RVSM policies and procedures that are applicable in Gulf of Mexico High and Atlantic High Offshore airspace and other airspace under FAA air traffic control. The Notice is posted on the FAA RVSM Documentation Webpage in the "Domestic U.S. RVSM" section of "Area of Operations Specific Information."

2. Pilots must be aware of the air traffic services available to them and follow procedures and guidance appropriate to the services available. In contingency situations, it is recognized that ultimately pilot judgment will determine the actions to be taken in specific circumstances and areas

c. SOURCES OF INFORMATION: FAA RVSM HOMEPAGE AND RVSM DOCUMENTATION WEBPAGE

1. The FAA maintains a Website containing documents and policy related to RVSM operations in various regions of the world. The FAA RVSM Homepage address is: www.faa.gov/ats/ato/rvsm1.htm. The "RVSM Documentation" Webpage is linked to the RVSM Homepage. The RVSM Documentation Webpage contains sections on RVSM Approval, Monitoring Requirements and Procedures, Registration on RVSM Approvals Databases and Area of Operations Specific Operational Policy and Procedures.

2. The FAA Webpage has links to Websites in other regions such as Europe, Caribbean and South America and Asia/Pacific.

SECTION 2: POLICIES FOR APPLICATION OF THE STRATEGIC LATERAL OFFSET PROCEDURE IN GULF OF MEXICO OCEANIC AIRSPACE

1. The policies below will apply for use of the Strategic Lateral Offset Procedure **in Gulf of Mexico oceanic airspace.** The offset procedure can be used as standard operating practice in the course of normal operations. It is intended to mitigate **both** wake vortex encounters and to mitigate the heightened risk of collision when non−normal events occur (e.g., operational altitude deviation errors and turbulence induced altitude deviations).

2. The Strategic Lateral Offset Procedure will be applied using the following guidelines:

a. Pilots should apply an offset outbound once ATC terminates radar service or reports that radar contact is lost. Pilots must return to centerline or request ATC clearance to remain offset once radar contact is re−established.

b. Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the **right** of a route or track;

c. In relation to a route or track, there are three positions that an aircraft may fly: centerline, one or 2 NM right; and,

d. Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

a. Aircraft without automatic offset programming capability must fly the centerline;

b. Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

c. Pilots should use whatever means are available (e.g. TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;

d. Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

e. For wake turbulence purposes, pilots are also to fly one of the three positions at 2c above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

NOTE. *It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air−to−air channel, 123.45, may be used to co−ordinate the best wake turbulence offset option.*

f. There is no ATC clearance required for this procedure and it is not necessary that ATC be advised; and,

g. Voice position reports are to be based on the current ATC clearance and not the exact co−ordinates of the offset position. **(ATO−E Oceanic Standards Branch 10/27/04)**

SPECIAL NOTICE −− SONOBOUY DROPS

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. **(SJU IFSS 7/87)**

SPECIAL NOTICE −− ROOSEVELT ROADS, PUERTO RICO

The U.S. Navy conducts intermittent year−round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

NORTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island

to lat. 18°15′00″N., long. 65°30′00″W.;

to lat. 18°14′30″N., long. 65°24′00″W.;

to lat. 18°14′00″N., long. 65°10′00″W.;

to lat. 18°30′00″N., long. 65°08′00″W.;

to lat. 18°45′00″N., long. 65°06′00″W.

SOUTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island

to lat. 18°15′00″N., long. 65°30′00″W.;

to lat. 18°14′00″N., long. 65°24′00″W.;

to lat. 18°14′00″N., long. 65°10′00″W.;

to lat. 17°35′00″N., long. 65°16′00″W.

SOUTHWEST CORRIDOR:

5 NM on each side of a line from Cabras Island

to lat. 18°13′00″N., long. 65°36′00″W.;

to lat. 17°50′00″N., long. 65°38′00″W.

NORTHWEST CORRIDOR:

5 NM on each side of a line

from lat. 18°45′00″N., long. 65°36′00″W.;

to lat. 18°18′00″N., long. 65°33′00″W.;

to lat. 18°07′00″N., long. 65°36′00″W.

ALTITUDES:

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Nonparticipating aircraft, therefore, are not prohibited from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real−time use information. **(FAA ZSU−3.4 − CERAP HUB Revised 8/91)**

SPECIAL NOTICE −− GULF OF MEXICO COMMUNICATIONS REQUIREMENTS AND POSITION REPORTING WITHIN HOUSTON OCEANIC CONTROL AREA

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

a. Functioning two−way radio communications equipment capable of communicating with at least one ground station from any point on the route.

b. Maintaining a continuous listening watch on the appropriate radio frequency.

c. Reporting of mandatory points.

The following describes an area in the Houston CTA/FIR where reliable VHF air−to−ground communications below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W

TO 24 30 00N 93 00 00W TO 24 30 00N 88 00 00W

TO 24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area are available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5
ANNEX 11, PARAGRAPH 6.1.2
PANS−RAC 4444, PART 2, PARAGRAPH 14
DOC 7030, CAR, PARAGRAPH 3. **(FAA)**

NOTAM: FOR RNAV ROUTES Q100, Q102, AND Q105

This NOTAM defines RNAV equipment requirements for operators filing Q100, Q102, and Q105 through Gulf of Mexico airspace. Only aircraft approved for IFR Area Navigation operations will be cleared to operate on Q100, Q102, and Q105 between the surface and FL600 (inclusive).

Operator Determination of RNAV Equipment Eligibility

In accordance with Federal Aviation Regulations 91.511, 121.351, 125.203, and 135.165 (as applicable) an approved Long-Range Navigation System (INS, IRS, GPS or Loran C) is required for operation on these routes.

In addition, operators will not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems that are approved for IFR navigation and the pilots are qualified to operate them. Aircraft may be considered eligible to operate on these routes if they fall under one of the following categories:

a. The Airplane Flight Manual shows that the navigation system installation has received airworthiness approval in accordance with one of the following FAA ACs:

1. AC 90-45A (RNAV system approval).

2. AC 20-121A (LORAN C approval).

3. AC 20-130, as amended (Multi-Sensor Navigation system approval).

4. AC 20-138 (GPS approval).

5. AC 25-15 (Flight Management System [FMS] approval).

NOTE-
INS LIMITATIONS. See paragraph f, below.

b. The aircraft qualify for the /E, /G, /R, /J, /L, or /Q equipment suffix, as defined in the Aeronautical Information Manual (AIM).

Operational Requirements and Procedures

a. Class I Navigation: operations on Q-routes 100, 102,105 will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation.

b. Operations Specifications: operators are considered eligible to conduct operations on the Q-routes provided that aircraft are equipped with the appropriate equipment in accordance with the "Operator Determination of RNAV Equipment Eligibility" paragraph above and operations are conducted in accordance with paragraph (c), (d), (e) and (f) below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Q-routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Gulf of Mexico High Offshore Airspace.

c. Pilots in command filing on RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.

d. Pilots in command shall be responsible for navigating along route centerline (as defined by the aircraft navigation system) in accordance with the requirements of Title 14 CFR 91, section 181 (course to be flown) and ICAO Annex 2, paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1 states that flights shall ”in so far as practical, when on an established ATS route, operate on the defined centerline of that route.”)

e. Pilots in command shall notify the Air Route Traffic Control Center (ARTCC) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.

f. INS or IRS LIMITATION. For the purposes of operating on the following RNAV routes, Q100, Q102, and Q105, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, are limited to 1.5 consecutive hours of un-updated operation. In preparation for take-off, this time starts at the time that the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform updating after the pilot has manually selected the navigation aid are considered to have ”automatic update” capability.

g. Radar monitoring will normally be provided. In the event of loss of radar, aircraft will be advised. ATC will ensure that the appropriate nonradar separation is applied during these time periods.

FAA Websites and Contacts: Information and contacts on oceanic and offshore operations can be found on the FAA Oceanic and Offshore Operations Web Site. To access the FAA web site, type:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

(Central En Route & Oceanic Operations, AJE-C14, 8/28/08)

HOUSTON, SAN JUAN, AND MIAMI FIRS AIR–TO–AIR FREQUENCY

Effective 0001 UTC, May 18, frequency 123.45 MHz will be the approved air–to–air VHF channel within the above FIRs. This frequency will be used for flights operating over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems. Frequency 123.45 MHz replaces the previously published frequencies used within the Houston, San Juan, and Miami FIRs. This change is necessary to comply with Amendment 74 to ICAO Annex 10, Volume II that took effect on November 4, 1999, which designated 123.45 as the global standard VHF air–to–air frequency.

Effective 0001 UTC, May 18, 2000, frequency 123.45 MHz will be the approved air–to–air VHF. **(ATP–130.6 4/10/2000)**

SPECIAL NOTICE –– SAN JUAN CTA/FIR FLIGHT PLAN VERIFICATION

Effective immediately, all aircraft transitioning through San Juan FIR/CTA from a foreign facility that will operate in MNPS airspace shall forward the full route of flight for flight plan verification. This shall be accomplished prior to exiting the San Juan FIR/CTA, by one of the following means:

a. Via Direct pilot–controller communication.

b. Via Aeronautical Radio, Inc. (ARINC), when requested by ATC.

This requirement does not apply to aircraft operating in non–MNPS airspace. **(San Juan CERAP 2/10/99)**

SAN JUAN CTA/FIR

SPECIAL NOTICE –– VFR TRAFFIC

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or

255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1 **(San Juan IFSS 9/86)**

MIAMI CTA/FIR HAVANA CTA/FIR –– MIAMI CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W–8300W 132.2 VHF/323.1 UHF

between 8000W–8100W 124.7 VHF/323.0 UHF

between 7810W–8000W 135.22 VHF/381.45 UHF

between 7810W–Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 – 132.2 VHF/323.1 UHF

B503 – 127.22 VHF/239.02 UHF

G437 – 125.7 VHF/307.9 UHF

A301 & R628 – 135.6 VHF/269.05 UHF.

NOTE–
This information should appear on all applicable Domestic and Latin American High/Low En Route Charts.

RADAR SEPARATION

Miami ARTCC is utilizing limited radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code.

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should

request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. **(ZMA 7/17/03)**

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

FLIGHT PLANNING INTO OR THROUGH THE MIAMI CTA/FIR AND SAN JUAN CTA/FIRs

In an effort to eliminate erroneous or duplicate flight plans that may be received from diverse locations, and to increase the safety of flight within the Miami and San Juan CTA/FIRs, operators shall adhere to the following procedures when filing flight plans for departing flights from foreign aerodromes entering the United States National Airspace System:

a. All changes to an IFR flight must be submitted as soon as possible to the Air Traffic Service unit having authority for the departure aerodrome. Change/Modification (CHG) or Cancel (CNL) messages must be sent PRIOR to submitting a current or new flight plan.

b. Operators participating in the Repetitive Flight Plan/Bulk Storage Program (RPL) with Miami Center/San Juan CERAP are reminded of their responsibility to maintain accurate flight plan information on file. Failure to comply with this agreement may result in cancellation of the RPL agreement.

These references are contained in ICAO DOC 4444 and FAAO 7210.3, *Facility Operation and Administration*. Operators should be aware that failure to adhere to these procedures could result in an operational delay or pilot deviation.

If you have any questions, please do not hesitate to call the Miami Center Operations Office at 305−716−1530. **(ZMA 9/15/99)**

PANAMA: SPECIAL NOTICE

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09−00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09−00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S. military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200−1200 UTC), 6683 kHz (0000−1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200−0200 UTC), 18019 kHz (1400−2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies, en route IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary. **(FAA)**

PACIFIC

HF LONG DISTANCE OPERATION CONTROL (LDOC) COVERAGE IMPROVEMENT IN WESTERN PACIFIC/SOUTH CHINA SEA

ARINC, Inc. has installed an HF Aeronautical Ground Station in Guam that will provide enhanced HF LDOC coverage in the Western Pacific, South China Sea and Southeast Asia Regions. Operational in October 2006, the station is remotely operated by Radio Operators at the ARINC San Francisco Communications Center. It operates on a common group of HF LDOC frequencies operated by ARINC at other Pacific based radio sites with the addition of selected frequencies previously used by Hong Kong Dragon. The LDOC frequencies are listed on current aeronautical charts and in other aeronautical publications for the Pacific Ocean. The LDOC frequencies are:

Pacific LDOCF
3494 KHz
*6637 KHz
6640 KHz
11342 KHz
*13333 KHz
13348 KHz
17925 KHz

Note: *6637 KHz and 13333 KHz were previously Hong Kong Dragon frequencies.

Direct any questions to the ARINC Service Desk at (800) 633−6882 or (703) 637−6360. **(ARINC 03/10/08)**

Oakland Oceanic Control Area (CTA) Continuation of Operational Trials for 30 nm Separation Use of 50 Nautical Mile (nm) Longitudinal Separation

1. Introduction. Effective 7 June 2007, Oakland Air Route Traffic Control Center (ARTCC) will apply 30 nm lateral and 30 nm longitudinal (30/30) separation and 50 nm longitudinal separation between appropriately authorized and equipped aircraft throughout the Oakland Oceanic CTA. Limitations on the use of those separation minima in effect since March 2007 will no longer apply. Oakland ARTCC will continue to accommodate operators that are not eligible for 30 nm separation throughout Oakland Oceanic CTA. Lateral, longitudinal and vertical separation minima for aircraft not eligible for 30 nm separation will not change.

This notice provides operational policies, requirements and recommendations for operators planning for 30 nm separation in the Oakland Oceanic CTA. Paragraph 7 provides guidance for in−flight contingency actions/procedures. Paragraph 8 provides guidelines/policy for maneuvering to avoid convective weather. The notice is posted on the "Pacific CNS Requirements/Options" webpage that is linked to the Oceanic/International Operations Standards homepage: http://www.faa.gov/ats/ato/130.htm

Operator requirements for the application of 50 nm longitudinal separation are not addressed in that they have been previously published.

2. FAA Planning for Phased Expansion of 30 nm separation. The FAA will continue to assess safety and operational issues during the operational trial. When those issues are successfully addressed, the FAA will coordinate plans and schedules for safe expansion of 30 nm separation into other US−controlled oceanic airspace.

3. Enabling Technology −− FANS−1/A Aircraft Systems and Advanced Technologies and Oceanic Procedures (ATOP)/Ocean21.

• **FANS 1/A Capabilities.** Aircraft FANS−1/A communications, navigation and surveillance (CNS) capabilities, interfaced with Ocean21, are required in order for 30 nm separation to be applied.

• **Ocean21 capabilities.** FAA's ATOP program uses the Ocean21 system for integrated communication, surveillance and air traffic management. Ocean21enhanced capabilities are required for application of 30 nm separation in oceanic airspace where the FAA provides ATS. Ocean21 provides oceanic air traffic controllers with a set of automated decision support tools to assist in aircraft separation assurance, coordination, flight data management and controller−pilot communication. Ocean21 enhanced ATS automation capabilities are enabled by integrating Automatic Dependant Surveillance−Contract (ADS−C) and conventional position reports, system−maintained electronic flight data, controller−pilot datalink communication (CPDLC), flight data message processing, automated interfacility and intrafacility coordination, automated conflict prediction and reporting (CPAR), graphic dynamic situation display to the controller and interactive electronic flight strips, aircraft labels and aircraft position symbols.

4. Use of 30/30 and 50 nm Longitudinal Separation. Oakland ARTCC will apply the following policies to the use of 30/30 and 50 nm longitudinal separation:

• 30/30 and 50 nm longitudinal separation will be applied to "targets of opportunity" throughout the Oakland Oceanic CTA. "Targets of Opportunity" are proximate pairs of aircraft that are both eligible for either 30/30 separation or 50 nm longitudinal separation.

• Published ATS routes and other tracks (e.g. Pacific Organized Track System) will continue to be laterally separated by a minimum of 50 nm.

• Minimum ADS−C−based lateral and longitudinal separation between 30/30 eligible aircraft and Required Navigation Performance 10 (RNP 10) aircraft remains 50 nm. Lateral and longitudinal separation standards applied between RNP−10 and non−RNP aircraft also remains unchanged.

Operator Flight Planning. Other than the flight plan annotation requirements discussed in paragraph 6, application of 30/30 separation does not affect operators' planning processes or procedures for filing flight plans. Operators that have filed and flown User Preferred Routes (UPRs) may continue to do so.

Operational Benefits. 30/30 separation provides ATC with enhanced flexibility to manage air traffic and enhances its capability to accommodate aircraft on user preferred routes and altitudes including enroute climbs to fuel−efficient altitudes.

Safety Benefits. 30 nm separation requires enhanced CNS capabilities in air traffic systems and on board the aircraft. Enhanced air traffic surveillance systems provide controllers with automated tools such as conflict prediction and reporting to assist in separation assurance and with tools to better monitor flight plan conformance. Enhanced communication and surveillance systems also enable controllers and pilots to better communicate and manage weather deviations and contingency situations such as aircraft turn−backs and diversions.

5. 30/30 Requirements for Aircraft and Operators. For aircraft/operators to be eligible for application of 30 nm separation, the following requirements must be met:

• The aircraft and operator must be authorized by the State of the Operator or the State of Registry, as appropriate, for RNP−4 operations;

The aircraft must be equipped with a minimum of two approved long range navigation systems that will enable the aircraft to maintain RNP−4 for the duration of flight in the applicable airspace;

• The aircraft must be equipped with a FANS−1/A package (or equivalent) that includes satellite CPDLC and ADS−C that meet the standards of RTCA Document 258 (*Interoperability Requirements for ATS Applications Using ARINC 622 Data Communications*);

• Satellite CPDLC communications and ADS−C surveillance must be conducted in accordance with the FANS−1/A Operations Manual (FOM), as amended, and maintained for the duration of the flight in the applicable Pacific FIRs. (See paragraph below for webpage access to the FOM); and

• Pilots and, if applicable, dispatchers must be trained on policies and procedures applicable to 30 nm separation including the use of Satellite CPDLC and ADS−C in Pacific oceanic airspace.

References for Operational Policy and Procedures. Operational policy/procedures documents related to this trial are posted on the "Pacific CNS Requirements/Options" webpage. (See paragraph 1). Basic reference documents for RNP−4, CPDLC and ADS−C operations are discussed below:

• Operators should use the *FANS−1/A Operations Manual (FOM)* to develop policy and procedures for CPDLC and ADS−C operations.

• Operators must use one of the following documents to develop policy and procedures for RNP 4 operations:

- FAA Order 8400.33 (Procedures For Obtaining Authorization For Required Navigation Performance 4 (RNP−4) Oceanic and Remote Area Operations);
- Australian Civil Aviation Safety Authority (CASA) Advisory Circular 91U−3(0)); and
- New ICAO Performance Based Navigation (PBN) Manual (new ICAO Document 9613); Volume II, Part C, Chapter 1.

6. 30/30 Flight Planning Requirements. To inform ATC and to key Ocean21 automation that they have appropriate authorizations and are eligible for 30 nm separation separation, operators must annotate the ICAO Flight Plan as follows:

• Item 10 (Communication, Navigation and Approach Equipment) must be annotated with letters "J" (Data Link), "R" (Required Navigation Performance) and "Z" (additional information in Item 18).

• Item 10 (Surveillance Equipment) must be annotated with "D" (ADS Capability);

• Item 18 (Other Information) must be annotated with "NAV/RNP4".

Note: For Pacific oceanic operations, RNP−10 aircraft operators are not required to annotate Item 18.

7. In−flight Contingency Actions/Procedures and Emphasis On Situational Awareness In a 30 nm Separation Environment. Pilots should be aware that during the trial, 30nm separation can be applied to their aircraft. They should use all available tools to maintain an awareness of other aircraft in their proximity in case an in−flight contingency occurs (e.g., aircraft or ATC system malfunction).

Aircraft Navigation or Datalink System Malfunction. Pilots must advise ATC of a loss of CPDLC and/or ADS−C capability or an inability to continue to meet RNP−4. ATC will then apply the separation standard appropriate to the situation.

Air Traffic System Malfunction. If there is a known malfunction of the CPDLC or ADS−C system, ATC will contact aircraft and apply separation appropriate to the situation.

Guidance for In−flight Contingencies and Weather or Wake Turbulence Encounters. Pilots will use guidance published in paragraphs e, f and g of notice, "Operational Policy/Procedures: Pacific Ocean and Offshore Airspace" which is also posted on of the "Pacific CNS Requirements/Options" webpage.

15 nm Track Offset For In−flight Contingency Maneuvers. Guidance published in the Notice discussed in the above paragraph reflects current ICAO guidance calling for a 15nm track offset when unable to obtain ATC clearance prior to executing maneuvers for contingencies such as rapid descent, turn−back or diversion. *This is of particular importance for aircraft to which 30nm separation can be applied.*

Measures To Avoid Conflict With Other Aircraft. When forced to deviate from cleared track and/or altitude prior to obtaining an ATC clearance, pilots should use **all** published measures to mitigate the potential for conflict with other aircraft. The full text of the in−flight contingency procedures is published in the FAA notice discussed above. Published guidance calls for the pilot to:

• Once established on the offset track and able to maintain level flight, maintain a flight level (FL) 500 feet above or below the FLs normally used (i.e., the cardinal FLs);

- Watch for other aircraft visually or, if equipped, with ACAS;
- Broadcast appropriate information on 121.5 MHz or the back−up frequency 123.45 MHz;
- Turn on exterior lights (commensurate with operating limitations); and
- Obtain an ATC clearance at the earliest opportunity.

8. Maneuvering to Avoid Convective Weather in a 30 nm Separation Environment (Special Emphasis) Pilots are required to maneuver (deviate) around convective weather on a regular basis in the course of Pacific operations. Weather, therefore, was a major factor considered in establishing the ATC, operator and aircraft requirements for reducing horizontal separation to 30nm. The enhanced CNS requirements and capabilities discussed in paragraph 3 (Enabling Technology) and paragraph 5 (Aircraft and Operator Requirements) aid pilots and controllers in situations where aircraft are required to maneuver around convective weather. For weather avoidance maneuvers in areas where 30 nm separation is applied, operators should emphasize the following items in pilot training programs:

- Pilots should not assume that the Ocean21 system will automatically quickly detect significant changes to the aircraft flight path. Unlike radar, the Ocean21 system does not receive aircraft position updates in real−time. Aircraft position is updated to the Ocean21 system at intervals of up to 14 minutes, when 30 nm separation is applied. Controllers can change the update intervals as the situation warrants.
- It is therefore imperative that pilots keep ATC advised via CPDLC (or HF voice, if necessary) of their intentions (including significant airspeed changes) during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.
- Pilots must be aware that other aircraft could be approximately 30nm ahead or behind on the same track and inform ATC expeditiously of changes to flight path or airspeed that could erode longitudinal separation.
- Pilots must be familiar with the “Weather Deviation Procedures” published in the notice “Operational Policy/Procedures: Pacific Ocean and Offshore Airspace”. The notice is posted on the “Pacific CNS Requirements/Options ” webpage.
- In particular, pilots should be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft when forced to deviate without a clearance.
- It is recommended that ACAS be operational for aircraft to which 30 nm separation can be applied. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.
- In accordance with ICAO Document 4444, pilots are reminded that, regardless of the magnitude of a deviation from assigned route, whenever possible, clearance should be requested in advance from ATC. This does not apply to deviations associated with Strategic Lateral Offset Procedures (SLOP). Prior coordination with ATC will help prevent the aircraft generating unnecessary alerts to ATC for lateral deviation events.
- Operators should consider adopting guidance for pilots to use heading mode to maneuver around areas of convective weather. Use of heading mode will prevent transmission of unnecessary lateral deviation event alerts that some flight management systems (FMS) automatically transmit to ATC when the FMS automatic lateral offset feature is used for weather avoidance. It should be emphasized that, when using heading mode, pilots should monitor cross track and heading and return to track when weather avoidance maneuvering is complete.

9. Monitoring Aircraft Navigation. FAA will monitor and document aircraft navigation errors and system malfunctions. Operators should cooperate in follow up investigation of these events.

10. Contacts

ATC questions or comments should be directed to:

David Maynard; Manager, Oceanic and Offshore Operations, FAA Headquarters;
Phone 202−267−3448; Email: David.Maynard@faa.gov

Scott Luka, Oceanic and Offshore Operations, FAA Headquarters.
Ph 202−493−5495; Email: Scott.Luka@faa.gov

Dennis Addison, Acting Support Manager for International Airspace & Procedures, Oakland Center.
Ph 510−745−3258; Email: Dennis.Addison@faa.gov

Aircraft operations and airworthiness questions or comments can be directed to:

Robert M. Tegeder, Flight Technologies and Procedures Division, AFS−400
Ph 202−385−4581; Email: Robert.M.Tegeder@faa.gov

Madison Walton, Flight Technologies and Procedures Division, AFS−400
Ph 202−385−4596; Email: Madison.Walton@faa.gov

Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc.)
Ph 202−863−3692; Email: RGrimes@cssiinc.com

(Oceanic and Offshore Operations, AJE−32, 6/6/07)

Oceanic In−Flight Contingency Procedures Changes for the North Atlantic (NAT) and Pacific (PAC) ICAO Regions

Amendment 4 to ICAO PANS ATM, Document 4444, which will become effective on 24 November 2005, changes, inter alia, portions of current oceanic in−flight contingency procedures. States from the NAT and PAC ICAO Regions have agreed to delay, until 16 February 2006, implementation of those new procedures. **Until 16 February 2006, oceanic airspace operators should follow current contingency procedures as detailed in the NAT and PAC SUPPS/Doc 7030 and other flight publications. On/after 16 February 2006, some NAT and PAC SUPPS oceanic contingency procedures will be replaced by the global PANS ATM procedures which will include a contingency track offset of 15 nm.**

Oceanic in−flight contingency procedures applicable in the NAT and PAC ICAO Regions are published in ICAO Regional Supplement (SUPPS)/Doc 7030, ICAO NAT Doc 001, the North Atlantic MNPS Airspace Operations Manual, the Pacific and Alaska Chart Supplements, and the FAA Class II NOTAM Publication. Questions or comments should be referred to Robert Tegeder, FAA Flight Standards, at 202.385.4581.

(AJE−32, 24 Nov 05)

SPECIAL NOTICE −−INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT MOVING TO GUAM

Inspection of aircraft moving to Guam. Any person who has moved an aircraft from Puerto Rico or the Virgin Islands of the United States to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Puerto Rico or the Virgin Islands prior to departure in accordance with arrangements between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam. **(USDA Regulation 318.58−9)**

GUAM CTA

Anatahan Volcano

The United States Geological Survey (USGS) regularly monitors seismic activity on Anatahan volcano located approximately 75 nautical miles north of the island of Saipan, MP (1621.51N/14538.01E). Recent

reports over the past several months indicate an increase in seismic activity which may lead to a volcanic eruption. Aircraft should remain alert for volcanic eruptions, steam, or ash clouds and report any sightings to ATC immediately. Detailed updates on volcanic activity may be obtained by visiting the USGS website at *http://hvo.wr.usgs.gov/cnmi/update.html*. **(AWP–530 6/24/04)**

BEACON CODE REQUIREMENTS

Upon entering the Oakland Oceanic CTA and after radar service is terminated, all aircraft should adjust their transponder to display code 2000 on their display. Aircraft should maintain code 2000 thereafter until otherwise directed by Air Traffic Control. **(ATP–130 2/20/03)**

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

Oakland ARTCC has full CPDLC capability and normal service in the entire Oakland Oceanic FIR for FANS–1/A capable aircraft. The Oakland Oceanic FIR log–on address is "KZAK"; the facility is "OAKODYA."

1. HF Communications Requirement

Prior to entering the Oakland Oceanic FIR, contact ARINC on HF and identify the flight as CPDLC equipped. Provide SELCAL, departure, destination and aircraft registration number. Expect to receive primary and secondary HF frequency assignments from ARINC for the entire route of flight within the Oakland Oceanic FIR. Pilots must maintain HF communications capability with ARINC at all times within the Oakland Oceanic FIR.

2. Log–On

A. Aircraft entering the Oakland Oceanic FIR CPDLC service area from non–CPDLC airspace: Log on to CPDLC at least 15 but not more than 45 minutes prior to entering the Oakland Oceanic FIR CPDLC service area. Contact ARINC on HF for a SELCAL check and inform them you are a CPDLC flight. Send a position report when CPDLC is established.

B. Aircraft entering the Oakland Oceanic FIR CPDLC service area from adjacent CPDLC airspace: Pilots should determine the status of the CPDLC connection. If KZAK is the active center, the pilot shall contact ARINC on HF for a SELCAL check, identify the flight as a CPDLC flight, and send a position report via CPDLC. If KZAK is not the active center, the pilot shall, within 5 minutes after the boundary is crossed, terminate the CPDLC connection, then log on to KZAK, contact ARINC on HF for a SELCAL check, and advise ARINC that they are a CPDLC flight. Send a position report when CPDLC ATC COM is established.

3. Flights Overflying Honolulu CERAP Airspace

Prior to entering Honolulu CERAP airspace aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re–log on to CPDLC prior to reentering Oakland Oceanic FIR airspace when Honolulu CERAP advises to contact en route communications or ARINC.

4. Flights Entering Guam CERAP Airspace

Contact Guam CERAP 250 miles out on 118.7, squawk 2100.

5. Flights Overflying Guam CERAP Airspace

Maintain the CPDLC connection with Oakland ARTCC; however, do not use CPDLC for ATC COM until Guam CERAP advises you to again contact en route communications or ARINC. **(ATP–130 3/19/03)**

SPECIAL NOTICE – REDUCED VERTICAL SEPARATION MINIMUM IN THE PACIFIC REGION

With the implementation of reduced vertical separation minimum (RVSM) in the Pacific region, a regional monitoring agency has been established. This agency, the Pacific Approvals Registry and Monitoring Organization (PARMO), was established at the FAA William J. Hughes Technical Center. One of the responsibilities of the PARMO is to establish and maintain a data base containing the results of height keeping performance monitoring.

In order to accomplish this, the PARMO is requesting that all altitude deviations of 300 feet or more within Pacific oceanic airspace be reported. Reports are to include those deviations due to Traffic Alert and Collision Avoidance System (TCAS) alerts, turbulence, and contingency events.

Reports should provide the information detailed below, and be submitted to the following address:

Federal Aviation Administration
William J. Hughes Technical Center
Pacific Approvals Registry and Monitoring Organization
Aviation System Analysis and Modeling Branch, ACT–520
Atlantic City International Airport, NJ, USA 08405

1. Report of an altitude deviation of 300 feet or more.

2. Reporting agency.

3. Date and time.

4. Location of deviation.

5. NOPAC/CENPAC/CEP/SOPAC/
Japan–Hawaii/OTHER (*Note 1*).

6. Flight identification and type.

7. Flight level assigned.

8. Observed/reported (*Note 1*) final flight level (*Note 2*) MODE C/Pilot Report (*Note 1*).

9. Duration at flight level.

10. Cause of deviation.

11. Other traffic.

12. Crew comments, if any, when notified.

13. Remarks (*Note 3*).

NOTE–
[1] State one of the two choices.
[2] In the case of turbulence, state extent of deviation from cleared flight level.
[3] In the event of contingency action, indicate whether prior clearance was given and if contingency procedures were followed.

The information may alternatively be sent by fax to +1 609 485 5117. **(ATP–130 1/23/03)**

EET REQUIREMENTS

In accordance with ICAO 4444, flight plans with routes entering the Oakland Oceanic Flight Information Region (KZAK) must contain among the elapsed time (EET) in Field 18, an entry point for KZAK and an estimated time. It is not mandatory to file the boundary crossing point in Field 15 of the route of flight, but it is permitted. The omission of a KZAK EET in flight plans causes the KZAK computer to reject such flight plans. **(ATP–130 12/4/00)**

POSITION REPORTS FOR AIRCRAFT UTILIZING PACIFIC ORGANIZED TRACK SYSTEM (PACOTS) ROUTES

Aircraft filed on PACOTS routes with Oakland Oceanic CTA/FIR airspace shall make position reports using latitude/longitude coordinates or named fixes as specified in the track definition messages (TDM). Position reports shall comprise information on present position, estimated next position, and ensuing position. Reporting points of reference not specified in the TDM and/or rounding off geographical coordinates is prohibited. **(ATP–130 12/4/00)**

SPECIAL NOTICE – REQUIRED NAVIGATION PERFORMANCE 10 (RNP–10) IN THE OAKLAND CENTER FIR

A minimum of 50 NM lateral separation standard will be applied to all aircraft that are RNP–10 approved. RNP–10 is required for all aircraft operating in the Central East Pacific (CEP) and PACOTS.

RNP–10 approved: all RNP–10 approved aircraft entering the Oakland FIR shall file an "/R" equipment suffix in their ICAO flight plan in accordance with ICAO Doc. 4444, Appendix 2, provided they will maintain RNP–10 eligibility for the entire route segment within the Oakland FIR.

Non RNP–10 approved: may file via random track, at any altitude, at least 100 NM from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Notices contained in the Alaska Chart Supplement. Oakland Center may apply 50 NM lateral separation between RNP–10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part 1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP–10 capable. RNP–10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: www.faa.gov/ats/ato/rnp/htm.

Approval information should be submitted to the following:

Federal Aviation Administration
William J. Hughes Technical Center, ACT–520
Atlantic City Airport, NJ 08405, USA
ATTN: RNP–10 approval

This information can also be transmitted via the Internet to Bennett_D_Flax@admin.tc.faa.gov or by facsimile (609) 485–5117. Questions regarding the information requested can be directed to Bennett Flax or James Devine at (609) 485–6263. **(ATP–130 1/23/03)**

Operational Policies and Procedures For Pacific Oceanic and Offshore Airspace

OBJECTIVE. The objective of this Notice is to document operational policies and procedures applicable in Pacific Oceanic and Offshore airspace.

PARAGRAPH CHANGES (2/16/06 version). See paragraph e (Special Procedures for In–flight Contingencies In Oceanic Airspace).

CONTENT. The following are the major paragraphs of this document:

a. Areas Where RVSM Is Applied

b. Boundaries of RVSM In the Oakland and Anchorage FIRs

c. RVSM Airworthiness and Operational Approval and Monitoring

d. In–flight Procedures in RVSM Airspace

e. Update: Special Procedures for In–flight Contingencies In Oceanic Airspace

f. Weather Deviation Procedures for Oceanic Controlled Airspace

g. Strategic Lateral Offsets In Oceanic Airspace to Mitigate Wake Turbulence and to Mitigate Collision Risk

h. Flight Planning in RVSM Airspace

i. State Aircraft That Are Not RVSM Compliant

j. Operation of Non−RVSM Aircraft Within RVSM Airspace

k. Procedures For Suspension of RVSM With Oakland or Anchorage Airspace

OPERATIONAL POLICIES AND PROCEDURES:

a. Areas Where RVSM Is Applied. Australia, Fiji, New Zealand, Tahiti, the United States, Japan, Philippines, Indonesia, and Papua New Guinea have implemented RVSM within specified areas of their Flight Information Regions (FIR) at specified levels.

b. Boundaries of RVSM In the Oakland and Anchorage FIRs. RVSM airspace is prescribed within the Oakland Oceanic FIR and Anchorage Oceanic FIR within controlled airspace between FL290 and FL410 inclusive. The flight level orientation scheme (FLOS) is single alternate, per ICAO Annex 2, Appendix 3a.

c. RVSM Airworthiness and Operational Approval and Monitoring

1. Operators must obtain operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the Pacific Air Traffic Service Providers, the FAA is maintaining a website containing documents and policy for RVSM approval.

The address is: www.faa.gov/ats/ato/rvsm1.htm. In the Pacific RVSM Documentation section, ”Documents and Process for Pacific RVSM Aircraft and Operator Approval” provides an outline of approval process events with references to related documents.

2. Airborne Collision Avoidance System II (ACAS II)**.** (TCAS II, Version 7.0 meets the ICAO ACAS II standard).

(a) U.S. operators flying in airspace where RVSM is applied must comply with Part 91 Appendix G (Operations in RVSM Airspace). Appendix G states that unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version. For operations within other countries, Part 91 Section 91.703 requires U.S. operators to “…comply with the regulations relating to flight and maneuver of aircraft there in force”.

(b) (b) Non−U.S. Operators should confirm ACAS II equipage requirements applicable to them with the responsible State authority. Many countries have adopted the ICAO Annex 6, Part I (International Commercial Air Transport Airplanes) standard: from 1 January 2005, turbine−engined airplanes with a maximum certificated take−off mass in excess of 5,700 kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

3. An essential part of the implementation of RVSM is the ability to monitor aircraft height to ensure that the aircraft height−keeping performance standard is being met. The Asia Pacific Approvals Registry and Monitoring Organization (APARMO) will process the results of monitoring. For further information on RVSM monitoring, the APARMO web site is: www.tc.faa.gov/act500/rvsm/aparmo_intro.html.

d. In−flight Procedures Within RVSM Airspace

1. Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA Guidance 91−RVSM for pilot RVSM procedures). The following equipment should be operating normally:

(a) Two primary altimetry systems.

(b) One automatic altitude−keeping device.

(c) One altitude−alerting device.

2. The pilot must notify ATC whenever the aircraft:

(a) Is no longer RVSM compliant due to equipment failure.

(b) Experiences loss of redundancy of altimetry systems.

(c) Encounters turbulence that affects the capability to maintain flight level.

(See Appendix 5 of FAA Guidance 91−RVSM for pilot and controller actions in such contingencies).

3. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft. (45 m).

4. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

e. ***Update:*** **Special Procedures for In−flight Contingencies In Oceanic Airspace.** This paragraph contains procedures for in−flight contingencies in oceanic airspace that are now published in Section 15.2.2 of ICAO Document 4444 *(Procedures for Air Navigation Services − Air Traffic Management).* Effective February 16, 2006, operators are expected to follow the procedures printed below. The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

NOTE 1: The only significant procedural change from in−flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to 15nm for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. In the "General Procedures" section below, see paragraphs 3b and 4.

NOTE 2: Prior to this harmonization, the track offset for in−flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.

SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: INTRODUCTION

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

(a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;

(b) En route diversion across the prevailing traffic flow; and

(c) Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. These procedures are applicable primarily when rapid descent and/or turn−back or diversion is required. The pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

SPECIAL PROCEDURES FOR IN−FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: GENERAL PROCEDURES

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

(a) Leave the assigned route or track by initially turning ***90** degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

(1) The direction to an alternate airport, terrain clearance;

(2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

***FAA EXPLANATORY NOTE:** a turn of less than or greater than 90 degrees may be required, depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

(b) Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km **(15 NM)** from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

(c) Establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including the ATS route designator or the track code, as appropriate) and intentions on the frequency in use and on 121.5 MHz (or, as a back–up, on the inter–pilot air–to–air frequency 123.45 MHz);

(d) Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

(e) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(f) Keep the SSR transponder on at all times; and

(g) Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable,* avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

SPECIAL PROCEDURES FOR IN–FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: ETOPS AIRCRAFT (ETOPS: EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO–TURBINE POWER–UNITS)

1. If the contingency procedures are employed by a twin–engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

f. Weather Deviation Procedures for Oceanic–Controlled Airspace

General

1. The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in paragraph g.8 below.

3. The pilot shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centerline of its cleared route.

Obtaining Priority from ATC when Weather Deviation Is Required

4. When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

5. The pilot still retains the option of initiating the communications using the urgency call "PAN PAN PAN" *(preferably spoken three times)* to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

Actions To Be Taken when Controller–Pilot Communications Are Established

6. The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:

(a) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track, or

(b) If there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation, or

(c) If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

(1) Advise the pilot unable to issue clearance for requested deviation.

(2) Advise pilot of conflicting traffic.

(3) Request pilot's intentions.

PHRASEOLOGY–
"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."

7. The pilot will take the following actions:

(a) Advise ATC of intentions by the most expeditious means available.

(b) Comply with air traffic control clearance issued, or

(c) Execute the procedures detailed in para 8(a) below. (ATC will issue essential traffic information to all affected aircraft.)

(d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

Actions To Be Taken if a Revised Air Traffic Control Clearance Cannot Be Obtained:

8. The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g., the requirement to operate on route or track centerline unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

(a) If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

(1) If possible, deviate away from an organized track or route system.

Route center line track	Deviations >10 NM	Level change
EAST (000–179 magnetic)	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST (180–359 magnetic)	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

NOTE–
Subparagraphs 8(a)(2) and 8(a)(3) below call for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air–to–air with near–by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

(2) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code), and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back–up, the VHF inter–pilot air–to–air frequency 123.45).

(3) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).

(4) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

(5) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC.

(6) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the criteria in the table below.

(7) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

(8) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of centerline.

g. Strategic Lateral Offsets In Oceanic Airspace To Mitigate Collision Risk And To Mitigate Wake Turbulence

1. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal oceanic operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedure will be applied throughout the Oakland and Anchorage oceanic FIRs**.** This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non–normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur.

2. Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets executed to mitigate collision risk and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track;

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, 1 NM or 2 NM right; and,

(c) Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset 1 NM or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

(c) Pilots should use whatever means are available (e.g. communications, visual acquisition, GPWS or TCAS/ACAS) to determine the best flight path to fly;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2b above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

NOTE. *It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air−to−air channel, 123.45, may be used to co−ordinate the best wake turbulence offset option.*

(f) Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point.

(g) Aircraft transiting radar−controlled airspace (e.g. Guam or Vancouver Center) may remain on their established offset positions but must advise the radar controller on initial contact of their offset status;

(h) There is no ATC clearance required for this procedure and, except as stated in paragraph (g), above it is not necessary that ATC be advised; and,

(i) Voice position reports are to be based on the current ATC route/course clearance and not the exact co−ordinates of the offset position.

h. Flight Planning in RVSM Airspace

1. RVSM approval is required for aircraft to operate within RVSM airspace. The operator must determine that the appropriate State authority has approved the aircraft and will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter ”W” shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate RVSM approved aircraft.

2. Non−RVSM Aircraft. Non−RVSM civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL430 may flight plan at RVSM flight levels provided one of the following conditions exists:

(1) The aircraft is being initially delivered to the State of Registry or Operator.

(2) The aircraft was formerly RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.

(3) The aircraft is being utilized for mercy or humanitarian purposes.

(4) The aircraft is transporting a spare engine mounted under the wing.

3. Aircraft operators requesting approval as above shall:

(a) If departing within Oakland FIR or Anchorage FIR, obtain approval from the appropriate Oceanic Control Center normally not more than 12 hrs. and not less than 4 hrs. prior to the intended departure time.

(b) If transiting Oakland FIR or Anchorage FIR, notify the appropriate Oceanic Control Center after approval is received from the first affected Center and prior to departure. (Note that filing of the flight plan is not appropriate notification).

(c) Include the remarks ”APVD non−RVSM” in Field 18 of the ICAO Flight Plan.

4. Contact details for approval request or notification are as follows:

Oakland ARTCC Telephone: 1−510−745−3342
AFTN: KZOAZRZX
FAX: 1−510−745−3411

Anchorage ARTCC Telephone: 1−907−269−1108
AFTN: PAZAZQZX
FAX: 1−907−269−1343

5. Non−RVSM aircraft operating in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation.

6. This approval process is intended exclusively for the purposes indicated above and not as a means to circumvent the normal RVSM approval process.

i. State Aircraft That Are Not RVSM Compliant

Non−RVSM State aircraft may flight plan within Oakland, Anchorage, Tokyo or Naha airspace without prior coordination. State aircraft should include in field 18 of the ICAO Flight Plan (remarks): "STS/Military NON−RVSM" should be added to the remarks section of the flight plan.

j. Operation of Non−RVSM Aircraft Within RVSM Airspace

1. Vertical separation applied. It should be noted that RVSM approved aircraft will be given priority for level allocation over non−RVSM approved aircraft. The vertical separation minimum between non−RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.

2. Climb and descent through RVSM airspace. Non−RVSM compliant aircraft may be cleared to climb to and operate at or above FL430 or descend to and operate at or below FL280 provided that they:

(a) Do not climb or descend at less than standard rate.

(b) Do not level off at an intermediate level while passing through the RVSM stratum.

k. Procedures for Suspension of RVSM

Air traffic services will consider suspending RVSM procedures within affected areas of the Oakland FIR or Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft. **(Oceanic Operations Standards Group, 2/16/06)**

DIRECT SATVOICE CAPABILITY FOR ATC USE − OAKLAND FIR

Oakland Center oceanic control has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and Oakland Center shall be limited to distress and urgency situations, or other exceptional circumstances only.

Oakland Center oceanic control may initiate calls to aircraft when other means are not available and communications is essential.

Aircraft satellite data units may be pre−programmed with the INMARSAT six digit code for easy access call set−up. The INMARSAT code for Oakland Center oceanic control is 436697. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating the air/ground call. To receive SATVOICE service, aircraft must be logged on to an INMARSAT communications satellite. Call forwarding from the ground service provider will initiate the call to the aircraft.

NOTE−
Aircraft should log on to the INMARSAT Pacific Ocean satellite while operating anywhere within the Oakland FIR. This is necessary for Oakland Center to be able to initiate calls to aircraft.

In the event of controller pilot data link (CPDLC) failure, flight crews are requested to communicate directly with San Francisco (SFO) ARINC on HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.

Direct questions to Oakland International Operations, telephone: 510−745−3320, fax: 510−745−3628. **(ATO−En Route & Oceanic)**

Gulf of Mexico−−−Houston and Miami Oceanic CTA/FIR Boundaries

Effective 16 February 2006, the following Houston (ZHU) and Miami (ZMA) Oceanic CTA/FIR boundaries were amended:

Beginning at the current Houston Oceanic CTA/FIR boundary at:

	24−00−00N	086−00−00W to
#	24−00−00N	084−59−59W (common ZMA CTA/FIR) to
#	25−02−01N	084−59−59W (common ZMA CTA/FIR) to
#	26−12−00N	085−05−30W (common ZMA CTA/FIR) to
#	26−36−10N	085−24−50W (common ZMA CTA/FIR) to
#	27−00−00N	086−00−00W (common ZMA CTA/FIR and ZJX ARTCC) to
#	27−14−29N	086−49−02W (common ZJX ARTCC) to
	27−30−00N	087−41−00W (common ZJX ARTCC) thence along the current boundary

Beginning at the current Miami Oceanic CTA/FIR boundary at:

	24−00−00N	083−10−00W (common ZMA ARTCC) to
#	24−00−00N	084−59−59W (common ZHU CTA/FIR) to
#	25−02−01N	084−59−59W (common ZHU CTA/FIR) to
#	26−12−00N	085−05−30W (common ZHU CTA/FIR) to
#	26−36−10N	085−24−50W (common ZHU CTA/FIR) to
#	27−00−00N	086−00−00W (common ZHU CTA/FIR and ZJX ARTCC) to
#	27−15−14N	085−37−20W (common ZJX ARTCC) to
#	27−30−00N	085−15−00W (common ZJX ARTCC) to
	27−30−00N	084−30−00W (common ZMA ARTCC) to
	24−38−38N	083−14−26W (common ZMA ARTCC) to the point of beginning

(AJE−32, 2/17/06)

Part 4.

GRAPHIC NOTICES

Section 1. General

SPECIAL INSTRUMENT APPROACH PROCEDURE NOTAMS

Effective February 19, 2004, the Federal Aviation Administration (FAA) will begin issuing NOTAMs for special Instrument Approach Procedures (IAPs).

FAA Flight Service Station specialists will not automatically provide NOTAM information to pilots for special IAPs during telephone preflight briefings. Pilots who are authorized by the FAA to use special IAPs must specifically request FDC NOTAM information for the particular special IAP they plan to use.

When receiving preflight information telephonically from a Flight Service Station, pilots who are authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for the particular special instrument approach procedure they plan to use.

(ATA–101 4/5/04)

HIGH VOLUME WINTER ROUTINGS

IFR turbojet aircraft filed at or above FL240 departing from Montreal, Toronto, Cleveland, and Boston Centers to Jacksonville and Miami Centers as well as Caribbean destinations between the hours of 1200Z and 2000Z (1100Z and 1900Z during daylight saving time), are requested not to enter Washington Center airspace between J53 and J61 on direct routes southbound. Pilots are requested not to file via direct ILM/DIW/CLB/RDU/CAE/CHS/FLO or in the vicinity of these navaids on direct routings between these airways.

Please file via the following routings:

FROM CZY

..EWC J53 PSK CAE

..PSB J61 EDDYS J174 DIW

..PSB J61 HUBBS J193 WEAVR J121 CHS

FROM CZU

..JFK J79 SBY J209 ORF J174 DIW

..JFK J79 SBY J209 ORF J121 CHS

..PSB J61 OTT J61 EDDYS J174 DIW

..PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS

FROM ZBW

..HTO J174 SWL J121 CHS

..HTO J174 DIW

..CMK J75 CAE

..PSB J61 OTT J61 EDDYS J174 DIW

..PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS

FROM/THRU ZOB (TO ATLANTIC ROUTES)

..CXR J146 ETG PSB J61 EDDYS J174 DIW

Please direct any questions to Washington ARTCC at (703) 771−3443 or (703) 779−3787.

DISCONTINUANCE OF 121.5 & 243 MHz FOR SATELLITE DISTRESS ALERTS

The Cospas–Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas–Sarsat program to discontinue use are driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon may wish to take the Cospas–Sarsat decision into account. For further information please see www.sarsat.noaa.gov.

(U.S. NOAA Corps 7/7/07)

Revised Terminal, Flight Service, and Air Route Traffic Control Center Weather Radar Phraseology

Effective May 11, terminal facilities with digitized radar weather displays and flight service stations using NEXRAD radar presentations will provide radar precipitation information to pilots in four intensity levels. Air route traffic control centers will continue to provide radar precipitation information based on WARP radar presentations displayed to controllers in three levels. Air traffic controllers will use the term “precipitation” when describing radar−derived weather.

For terminal and flight service facilities the four levels are as follows:

The lowest intensity, corresponding to a radar return level of less than 30 dBZ will be described as ”LIGHT.”

The next intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as ”MODERATE.”

− The next higher intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as ”HEAVY.”

− The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as ”EXTREME.”

If the precipitation intensity can not be determined, the controller shall issue “INTENSITY UNKNOWN.”

For air route traffic control centers utilizing WARP, the three levels displayed are as follows:

−The lowest intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as ”MODERATE.”

− The middle intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as ”HEAVY.”

− The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as ”EXTREME.”

NOTE: LIGHT intensity (corresponding to a radar return level of less than 30 dBZ) is not depicted on the en−route controller’s display.

In lieu of WARP, en route facilities may utilize long range radar weather (ARSR) information that only displays two precipitation intensity levels. When issuing ARSR precipitation intensity:

−The lowest displayable precipitation intensity is described as “MODERATE.”

−The highest displayable precipitation intensity is described as “HEAVY” TO “EXTREME.”

As radar returns increase in strength, the likelihood of occurrence of turbulence, severe updrafts and downdrafts, wind shear, hail, icing, lightning, heavy rain and tornadoes increases. Pilots are urged to exercise caution around any radar return and especially avoid areas of Heavy and Extreme intensity radar returns.

This NOTAM supersedes all published weather phraseology for radar displayed precipitation for air traffic specialists and controllers. **(Safety & Operations Support Office, ATO−E 4/10/06)**

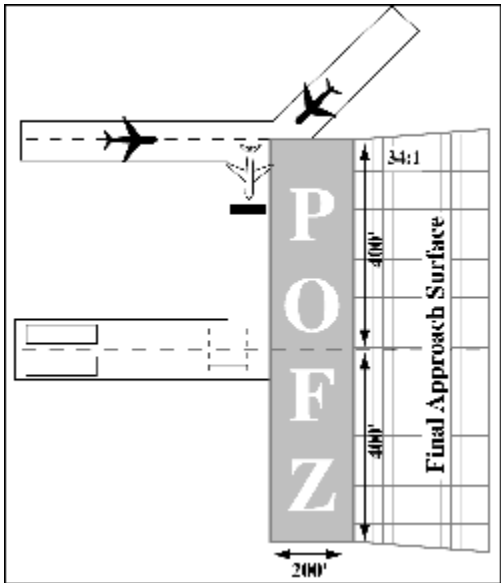
Precision Object Free Zone

The Precision Object Free Zone (POFZ) is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be kept clear when an aircraft on a vertically guided final approach is within two nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than ¾ statute miles (SM) (or runway visual range below 4,000 feet). The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. See Figure 1.

For approaching aircraft, in the event that a taxiing/parked aircraft or vehicle is not clear of the POFZ, air traffic control will provide advisories to the approaching aircraft regarding the position of the offending aircraft/vehicle. In this case the pilot of the approaching aircraft must decide to continue or abort the approach. When the reported ceiling is below 800 feet or visibility less than two SM, departing aircraft must do the following. When there is an air traffic control tower (ATCT) in operation, plan to hold at the ILS hold line and hold as directed by air traffic control. When there is no operating ATCT, honor the ILS hold line and do not taxi into position and takeoff if there is an approaching aircraft within 2 NM of the runway threshold.

Fig. 1

Precision Obstacle Free Zone (POFZ)



(AFS−400 10/30/06)

Altitude and Speed Constraints Published on Area Navigation (RNAV) Procedures

Purpose: To emphasize that separation and sequencing of airplanes by air traffic control (ATC) depends on uniform performance by pilots with respect to published mandatory (not "expect") altitude and speed constraints, especially when conducting RNAV procedures.

Background: Adherence to published altitude and speed constraints is essential in conducting conventional (non−RNAV) procedures. But adherence has taken on additional importance with the widespread implementation of RNAV procedures, which generally involve more constraints. Published constraints are shown on charts and may be amended by Notices to Airmen (NOTAMs).

Discussion: ATC clears pilots to fly departure, arrival, and approach procedures using phraseology such as "join", "resume", "proceed via", "descend via", and "climb via." Pending more explicit language to be included in an upcoming revision to the Aeronautical Information Manual (AIM) pilots should understand the following key points regarding published altitude and speed constraints in order to fully comply with the intent of ATC clearances.

1. Cancellation of Constraints.

- **Altitude Constraints.** Cancellation of one or more altitude restrictions will normally include the use of "maintain" and/or "except" phraseology, which *does not* cancel published speed constraints associated with the procedure.

- **Speed Constraints.** Cancellation of published speed constraints will be indicated by the use of "speed your discretion" or "cancel speed restriction(s)/constraint(s)" phraseology. The use of "except" phraseology may also be used, for example, "except cross MAVVS at 250 knots."

2. Resume Normal Speed. The phraseology "resume normal speed" *does not* cancel published speed constraints; rather, per Air Traffic Order 7110.65, Air Traffic Control, it cancels speed constraints previously issued by ATC and returns the aircraft to the published speed for the procedure.

3. Speeds between Waypoints with Published Speed Constraints.

- **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.

- **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.

- **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.

- **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.

AREA NAVIGATION FLIGHT PLAN FILING REQUIREMENTS

Area Navigation (RNAV) Preferential Route Assignment Overview: Effective **June 29, 2008**, FAA will implement a change to all Air Route Traffic Control Center (ARTCC) Host automation systems to automatically assign RNAV preferential Standard Terminal Arrival (STAR), Standard Instrument Departure (SID) or Point to Point (PTP) routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and an RNAV value specified by the user in ICAO FPL Item 18 (Other Information). The Host currently makes this assignment based on the aircraft navigation equipment suffix found in the National Airspace System (NAS) FP block 3, or derived from the ICAO FPL and translated into the NAS suffix by the Host. The change to use ICAO FPL processing is being effected as a risk reduction measure for implementation of the En Route Automation Modernization (ERAM) system commencing in October 2008. Subsequent to **June 29, 2008**, users filing the NAS FP will no longer be guaranteed assignment of RNAV STAR, SID or PTP procedures. Once the change is implemented, users who file a NAS FP will be eligible for the automated assignment of conventional procedures only.

En Route Automation Modernization (ERAM): ERAM is the largest NAS equipment replacement program in FAA history, replacing legacy Host computer processing systems at 20 Air Route Traffic Control Centers (ARTCC). The first operational use of ERAM is scheduled for October 2008 at the Salt Lake City ARTCC. The implementation schedule for all ARTCC systems will extend through December 2009. Once complete, ERAM will make the U.S. NAS ARTCC automation system ICAO compatible. ERAM will also automatically assign preferential routes using the ICAO FPL Item 10 (Equipment) and the RNAV value specified in ICAO FPL Item 18 (Other Information) as discussed above.

Sources of Additional Information: The FAA has established a website to assist users in effecting this change to flight plan filing procedures. The website is available at http://www.faa.gov/ato?k=fpl. The site contains several areas, including General Information, Filing Instructions and Frequently Asked Questions (FAQ). Points of contact within the FAA regarding this change are listed in the FAQ section.

Filing Requirements for Assignment of Area Navigation (RNAV) Routes: This section provides guidance on information required by FAA for automatic assignment of RNAV STAR, SID and/or PTP routes. RNAV capability in the domestic U.S. is defined as:

- RNAV 1 and/or RNAV 2 capability per Advisory Circular (AC) 90−100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations , is required for assignment of RNAV SIDs and STARs (RNAV 1). The en route capability requirement is RNAV 2.

- Point to Point (PTP) capability per AC 90−45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System.

Effective June 29, 2008: Users must file in accordance with FAA Form 7233−4 for automatic assignment of RNAV SIDs, STARs and/or PTP routes in U.S. domestic airspace and include additional information per the below guidance:

1. For RNAV 1 and/or RNAV 2 capable flights:

- **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character "Z"**.

• **Item 18, Other Information** – **Insert "NAV/RNV"** followed by the appropriate RNAV accuracy value(s) per the following:

a. To be assigned an RNAV 1 SID, **insert the characters "D1"**.

b. To be asigned an RNAV 1 STAR, **insert the characters "A1"**.

c. To be assigned en route extensions and/or RNAV PTP, **insert the characters "E2"**.

Examples:

NAV/RNVD1
NAV/RNVA1
NAV/RNVE2
NAV/RNVD1A1
NAV/RNVD1E2A1

2. Flights RNAV PTP capable *but* ***not*** ***RNAV 1 and/or RNAV 2 capable*****:**

• **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character "Z"**.

• **Item 18, Other Information** – **Insert "RMK/PTP"** and **"NAV/RNVE99"**

Example: **RMK/PTP NAV/RNVE99**

3. Special Notes:

a. The following variations will be accepted in Host/ERAM for automatic assignment of RNAV routes:

– One or more spaces may follow "NAV/".

Example:

NAV/ RNVD1A1

– The "D", "E" and "A" characters may appear in any order following "NAV/RNV".

Examples:

NAV/RNVD1A1E2
NAV/RNVA1D1E2

– Additional items required by other automation systems may be filed after NAV/, in any order.

Examples:

NAV/RNP10 RNVD1E2A1
NAV/RNVD1E2A1 RNP4
NAV/RNAV1 RNAV5 RNVD1E2A1

b. When the Item 18 entries following "NAV/" **do not follow the above instructions**, the flight plan may be accepted by Host/ERAM but **RNAV routes will not be automatically assigned**. Common errors include:

– Putting spaces between RNV, D1, A1 and/or E2 – no spaces are allowed between the segments.

– Filing "RNAV" instead of **"RNV"** – RNAV is not acceptable in the U.S. domestic string after "NAV/"

(AJR–37 1/17/08)

Operation on U.S. Area Navigation (RNAV) Routes, Standard Terminal Arrivals, and Departure Procedures

Background: Advisory Circular (AC) 90−100A *U.S. Terminal and En Route Area Navigation (RNAV) Operations* provides guidance for operation on Area Navigation (RNAV) terminal procedures and routes. It also reflects ICAO Performance Based Navigation (PBN) Manual guidance for RNAV 1 and RNAV 2 operations, as well as lessons learned from the initial implementation of US RNAV terminal procedures and routes.

Applicability: AC 90−100A applies to U.S. RNAV routes (Q−routes and Tango routes), Departure Procedures (Obstacle Departure Procedures and Standard Instrument Departures), and Standard Terminal Arrivals (STARs). It does not apply to overwater RNAV routes (ref 14 CFR 91.511, including the Q−routes in the Gulf of Mexico and the Atlantic routes) or Alaska VOR/DME RNAV routes (”JxxxR”). It does not apply to off−route RNAV operations.

List of Compliant Equipment: In developing AC 90−100A, industry and the FAA defined the minimum criteria for RNAV systems to operate on RNAV routes and procedures. Manufacturers evaluate their systems against these criteria and the FAA maintains a current list of compliant equipment, along with AC 90−100A, on the FAA Flight Standards Service, Flight Technologies and Procedures Division, Flight Operations Branch (AFS−410) website: **http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs400/afs410/policy_guidance/**

From this list, pilots and operators can confirm the capability of their equipment without additional airworthiness documentation, or obtain information from the relevant manufacturer. RNAV systems incorporating GPS and DME/DME positioning, but not complying with the criteria for DME/DME−based RNAV, may receive RNAV eligibility based solely on GPS.

Database Integrity: Navigation databases should be obtained from a database supplier holding an FAA Letter of Acceptance (LOA) in accordance with AC 20−153. This LOA provides recognition of a data supplier’s compliance with the data quality, integrity and quality management practices of RTCA DO−200A, Standards for Processing Aeronautical Data. The operator’s supplier (e.g., Flight Management System (FMS) manufacturer) must have a Type 2 LOA. AC 20−153 contains procedures for database LOAs.

GPS RAIM Prediction: As described in AC 90−100A, paragraph 10.a.(5), if TSO−C129() equipment is used to solely satisfy the RNAV requirement, GPS RAIM availability must be confirmed for the intended route of flight (route and time) using current GPS satellite information. The availability of Space Based Augmentation System (SBAS) or Airborne Based Augmentation System (ABAS) fault detection can be determined through NOTAMs (if available) or through prediction for the intended RNAV 1 or RNAV 2 operation. Operators may satisfy this requirement through either of the following methods:

1. Monitor the status of each satellite in its plane/slot position, account for the latest GPS constellation NOTAMs, and compute RAIM availability using model−specific RAIM prediction software, or,
2. Use the FAA en route and terminal RAIM prediction website: **www.raimprediction.net** , or,
3. Contact a Flight Service Station (not DUATS) to obtain non−precision approach RAIM, or,
4. Use the receiver RAIM prediction capability (for TSO−C129a/Class A1/B1/C1 equipment) to provide non−precision approach RAIM.

In the event of a predicted, continuous loss of RAIM of more than five (5) minutes for any part of the intended flight, the flight should be delayed, canceled, or re−routed where RAIM requirements can be met. Pilots should assess their capability to navigate (potentially to an alternate destination) in case of failure of GPS navigation.

If TSO−C145/C146 equipment is used to satisfy the RNAV requirement, the pilot/operator need not perform the prediction if WAAS coverage is confirmed to be available along the entire route of flight.

NOTE: Outside the U.S. or in areas where WAAS coverage is not available, operators using TSO−C145/C146 receivers are required to check GPS RAIM availability.

The current RAIM prediction website is graphic−based and the FAA is developing automation improvements to this prediction service.

NOTE: Until further notice, a RAIM prediction does not need to be done for any RNAV route conducted where ATC provides radar monitoring or RNAV departure/arrival procedure that has an associated ”RADAR REQUIRED” note charted.

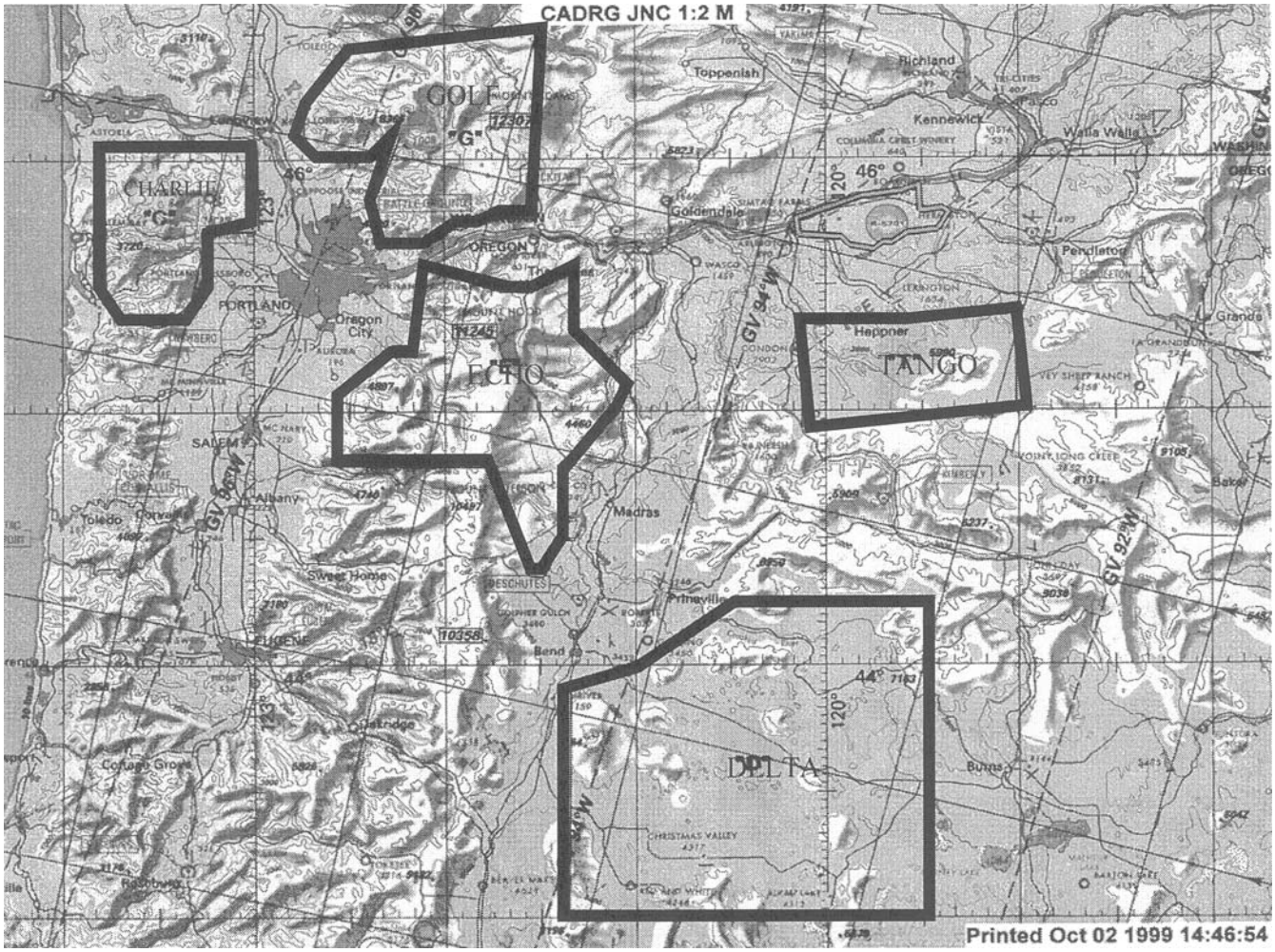
Section 2. Military

Notice to Pilots and Interested Personnel in Northern Oregon and Southwest Washington

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

Effective Date: April 30, 2000

The U.S. Air Force 304th Rescue Squadron conducts low altitude flight in five low altitude tactical navigation (LATN) Areas: “Charlie,” “Delta,” “Echo,” “Golf,” and “Tango.” These operations are conducted day and night below 200 feet above ground level (AGL). The night operations are conducted utilizing night vision goggles (NVGs). FAA exemption 5891A authorized NVG training in Air Force helicopters to be conducted without lighted position lights. These operations will ONLY be conducted below 200 feet AGL and outside of five (5) nautical miles from any public use airport, within the five (5) LATN areas.

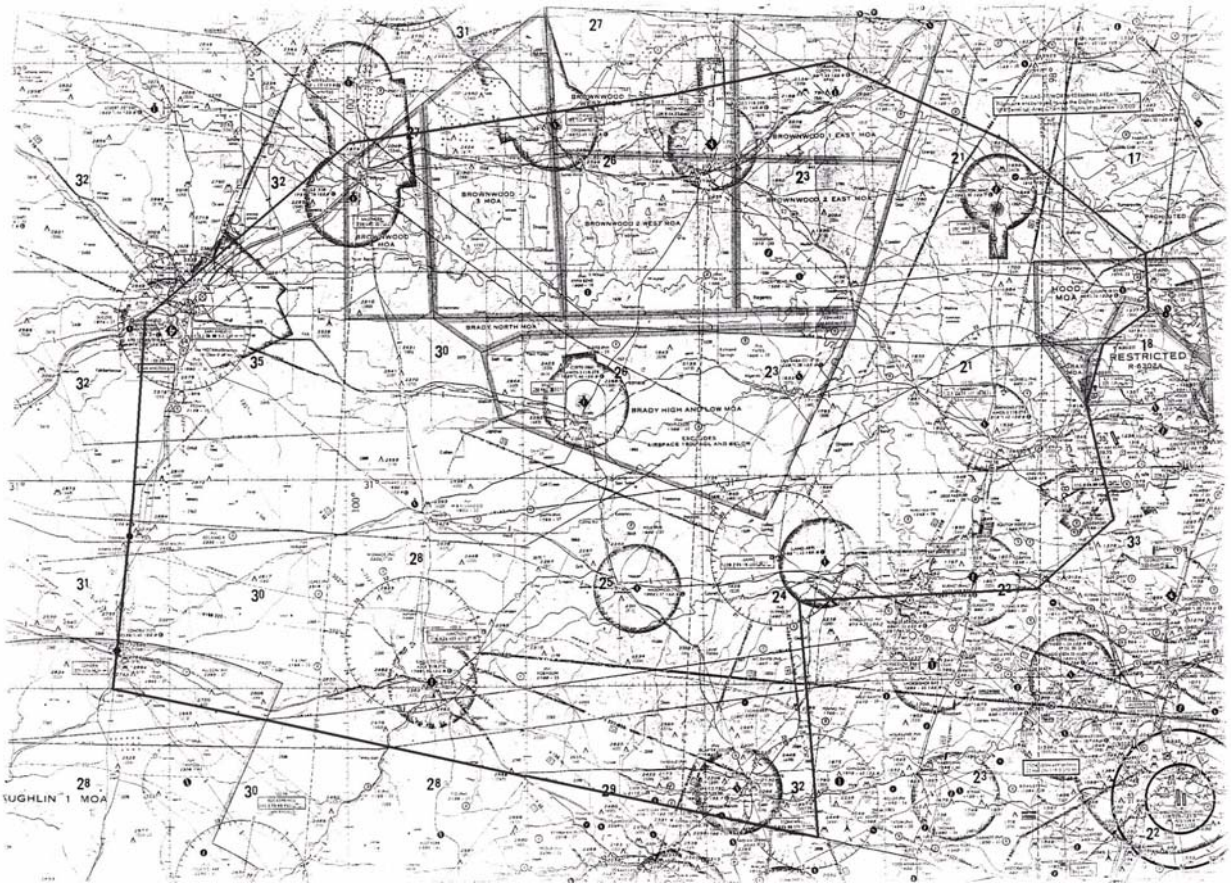


(ANM–520.6 3/2/2000)

Notice to Pilots and Interested Personnel in Central and Southwest Texas

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

The U.S. Army/National Guard is conducting “lights out” tactical helicopter training. These operations are conducted day and night. The night operations are conducted without the use of exterior aircraft lights from the surface up to 200 feet AGL, outside four (4) nautical miles from any public–use airport, and within the boundaries depicted below:



Beginning at lat. 31°24’00” N., long. 097°44’00” W./ North Fort Hood;
to lat. 31°30’00” N., long. 097°44’00” W.; to lat. 31°48’00” N., long. 098°07’00” W.;
to lat. 31°57’00” N., long. 098°37’00” W.; to lat. 31°48’00” N., long. 099°59’00” W.;
to lat. 31°23’00” N., long. 100°35’00” W.; to lat. 30°29’00” N., long. 100°40’00” W.;
to lat. 30°16’00” N., long. 098°42’00” W.; to lat. 30°43’00” N., long. 098°41’00” W.;
to lat. 30°45’00” N., long. 098°03’00” W.; to lat. 30°52’00” N., long. 097°52’00” W.;
to lat. 31°09’00” N., long. 097°55’00” W.; to lat. 31°17’00” N., long. 097°53’00” W.;
to point of origin.

(SJT 2/21/02)

LIGHTS OUT/LOW LEVEL MILITARY HELICOPTER OPERATIONS IN SOUTHWEST WISCONSIN

The Army National Guard is conducting “Lights Out” tactical operation training IAW FAA Exemption 3946J. These operations are conducted between official sunset and official sunrise at an altitude below 500’ agl.and outside four (4) nautical miles from any public use airport.

The Routes are defined as below:

LONE ROCK (NVG Route #1)

42° 49.70’N 89° 24.70’W to

42° 45.50’N 89° 58.00’W to

42° 46.00’N 90° 17.50’W to

43° 03.80’N 90° 56.40’W to

43° 17.40’N 91° 00.28’W to

43°42.10’N 91° 02.50’W to

43° 54.40’N 90° 55.20’W

DELLS (NVG Route #2)

43°11.00’N 89°54.50’W to

43°26.90’N 90°21.80’W to

43° 41.20’N 90° 47.80’W to

43° 54.40’N 90° 55.20’W.

CW4 SCOTT P. FIRARI
AASF #2 MADISON, WI.
scott.firari@us.army.mil

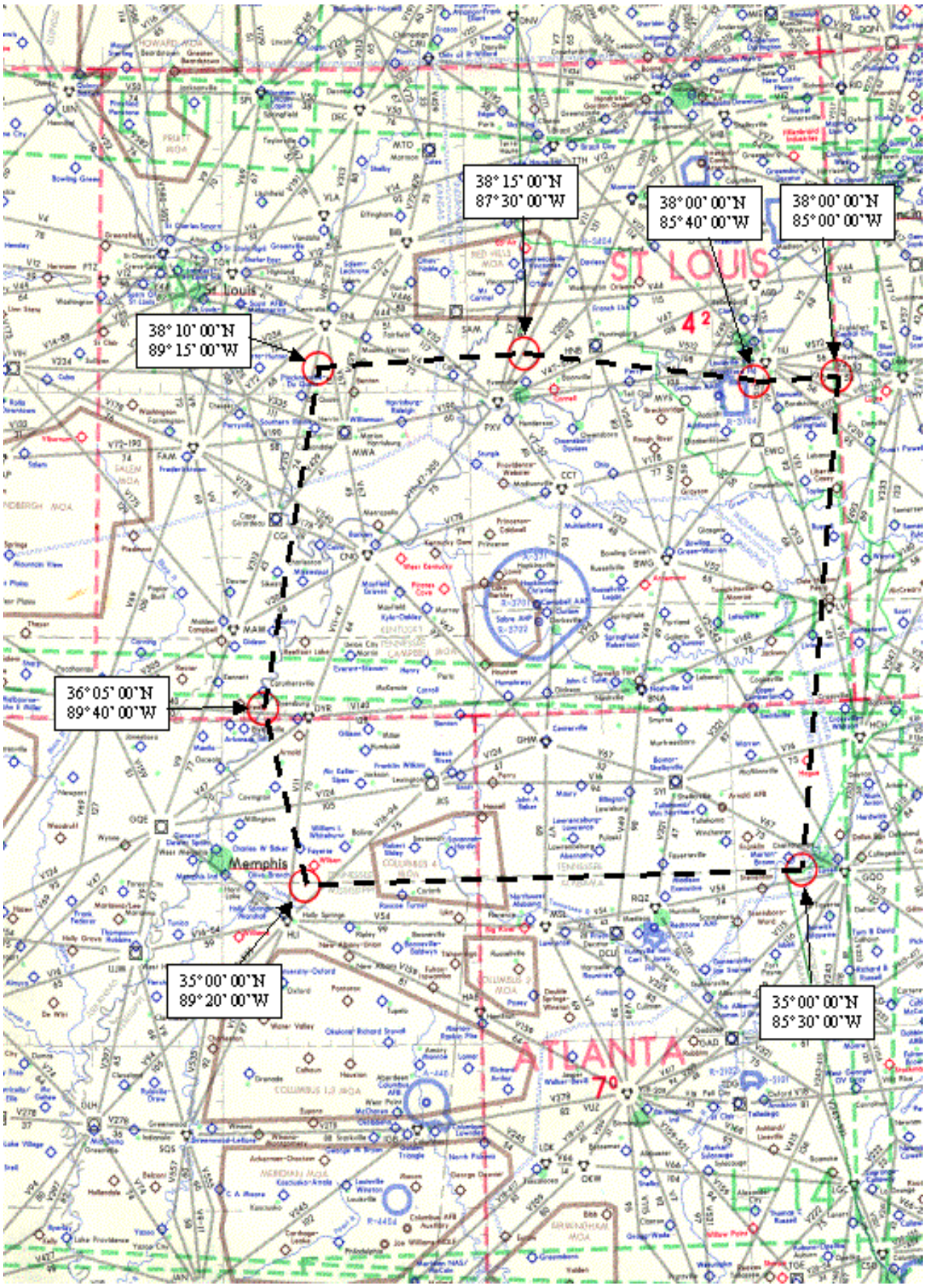
Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

The U.S. Army is conducting "lights out" tactical helicopter training. These operations are conducted without the use of exterior aircraft lights from the surface to 500 feet above ground level, in accordance with FAA Exemption 3946, as amended, during the times of Sunset to Sunrise, and within the boundaries depicted below:

Lat. 38−00−00N, Long. 085−00−00W, to
Lat. 35−00−00N, Long. 085−30−00W, to
Lat. 35−00−00N, Long. 089−20−00W, to
Lat. 36−05−00N, Long. 089−40−00W, to
Lat. 38−10−00N, Long. 089−15−00W, to
Lat. 38−15−00N, Long. 087−30−00W, to
Lat. 38−00−00N, Long. 085−40−00W, to
point of origin. Excluding that airspace within a 4 nautical mile radius of all public use airports, and also excluding all class "B", "C", "D" and "E" controlled airspace.

(ASO−530/920 6/8/06)


38° 15' 00"N
87° 30' 00"W
38° 00' 00"N
85° 40' 00"W
38° 00' 00"N
85° 00' 00"W
38° 10' 00"N
89° 15' 00"W
36° 05' 00"N
89° 40' 00"W
35° 00' 00"N
89° 20' 00"W
35° 00' 00"N
85° 30' 00"W
ST LOUIS
Memphis
ATLANTA

SPECIAL USE AIRSPACE CHANGES
ADIRONDACK AIRSPACE COMPLEX
Fort Drum, New York

Effective: November 20, 2008

BACKGROUND

On June 6, 2007, the FAA published a notice of proposed rulemaking (NPRM) in the Federal Register to advertise a proposal to redesign the restricted areas and military operations areas (MOA) in the vicinity of Fort Drum, NY. This airspace is known collectively as the "Adirondack Airspace Complex." The Air National Guard requested the changes in order to provide the additional special use airspace needed to conduct more realistic aircrew training in the Adirondack Airspace Complex.

These changes restructure the existing restricted airspace and military operations areas (MOA) located in the vicinity of Fort Drum, NY. Most of the redesigned airspace is contained within airspace that is already designated as MOA. However, the modifications do encompass some additional airspace, both laterally and vertically, outside the current MOA boundaries to the east and south of the currently charted MOAs.

The nine existing Adirondack Airspace Complex MOAs are cancelled and replaced by 13 MOAs. In addition, two new restricted areas, designated R-5202A and R-5202B, are established above, and adjacent to, the existing restricted area R-5201.

Pilots may obtain scheduling information for the MOAs by calling 1-800-223-5612, Prompt #3.

AIRSPACE CHANGES

The new MOAs and restricted areas are described below in text and graphic form.

The following existing Military Operations Areas (MOA) are cancelled: Drum 1 MOA, Drum 2 MOA, Falcon 1 MOA, Falcon 3 MOA, Syracuse 1 MOA, Syracuse 2A MOA, Syracuse 2B MOA, Syracuse 3 MOA, and Syracuse 4 MOA, NY. These MOAs are replaced by the following new MOAs:

1. Adirondack A MOA, NY [New]

Boundaries. Beginning at lat. 44°30'00"N., long. 75°20'00"W.;
to lat. 44°36'00"N., long. 75°03'00"W.;
to lat. 44°30'00"N., long. 75°03'00"W.;
to the point of beginning.

Altitudes. 6,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY.

2. Adirondack B MOA, NY [New]

Boundaries. Beginning at lat. 44°19'00"N., long. 75°37'05"W.;
to lat. 44°26'30"N., long. 75°30'00"W.;
to lat. 44°30'00"N., long. 75°20'00"W.;
to lat. 44°30'00"N., long. 75°03'00"W.;
to lat. 44°27'30"N., long. 75°03'00"W.;
to lat. 44°20'20"N., long. 75°10'30"W.;
to lat. 44°15'09"N., long. 75°30'42"W.;
to lat. 44°16'07"N., long. 75°32'41"W.;
to the point of beginning; excluding R-5202B when active.

Altitudes. 2,500 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY.

3. Adirondack C MOA, NY [New]

Boundaries. Beginning at lat. 44°15'09"N., long. 75°30'42"W.;
to lat. 44°20'20"N., long. 75°10'30"W.;
to lat. 44°27'30"N., long. 75°03'00"W.;
to lat. 44°06'00"N., long. 75°03'00"W.;
to lat. 44°06'00"N., long. 75°28'49"W.;
to lat. 44°07'10"N., long. 75°26'49"W.;
to lat. 44°11'24"N., long. 75°22'59"W.;
to the point of beginning; excluding R-5202B when active.

Altitudes. 100 feet AGL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

4. Adirondack D MOA, NY [New]

Boundaries. Beginning at lat. 44°11'50"N., long. 75°43'53"W.;
to lat. 44°19'00"N., long. 75°37'05"W.;
to lat. 44°16'07"N., long. 75°32'41"W.;
to lat. 44°10'50"N., long. 75°38'59"W.;
to lat. 44°09'34"N., long. 75°40'00"W.;

to the point of beginning; excluding
R-5202B when active.

Altitudes. 5,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

5. Carthage East MOA, NY [New]

Boundaries. Beginning at lat. 44°01'05"N., long. 75°37'14"W.;
to lat. 44°06'00"N., long. 75°28'49"W.;
to lat. 44°06'00"N., long. 75°03'00"W.;
to lat. 43°53'00"N., long. 75°03'00"W.;
to lat. 43°53'00"N., long. 75°35'00"W.;
to the point of beginning.

Altitudes. 100 feet AGL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

6. Carthage West MOA, NY [New]

Boundaries. Beginning at lat. 43°44'00"N., long. 75°52'00"W.;
to lat. 44°11'50"N., long. 75°43'53"W.;
to lat. 44°09'34"N., long. 75°40'00"W.;
to lat. 44°06'55"N., long. 75°42'09"W.;
to lat. 44°03'20"N., long. 75°40'49"W.;
to lat. 44°01'05"N., long. 75°37'14"W.;
to lat. 43°53'00"N., long. 75°35'00"W.;
to the point of beginning.

Altitudes. 6,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

7. Cranberry MOA, NY [New]

Boundaries. Beginning at lat. 44°35'30"N., long. 75°03'00"W.;
to lat. 44°36'00"N., long. 75°00'00"W.;
to lat. 44°36'00"N., long. 74°35'00"W.;
to lat. 44°15'00"N., long. 74°35'00"W.;
to lat. 43°53'00"N., long. 75°03'00"W.;
to the point of beginning.

Altitudes. 500 feet AGL to but not including 6,000 MSL.

Times of use. November 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM. May 1-October 31: Closed.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

8. Drum MOA, NY [New]

Boundaries. Beginning at lat. 44°14'49"N., long. 75°49'00"W.;
to lat. 44°19'00"N., long. 75°44'30"W.;
to lat. 44°19'00"N., long. 75°37'05"W.;
to lat. 44°16'07"N., long. 75°32'41"W.;
to lat. 44°10'50"N., long. 75°38'59"W.;
to lat. 44°09'34"N., long. 75°40'00"W.;
to the point of beginning.

Altitudes. 500 feet AGL to but not including 5,000 feet MSL.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. U.S. Army, Wheeler-Sack Approach Control.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

9. Lowville MOA, NY [New]

Boundaries. Beginning at lat. 43°44'00"N., long. 75°52'00"W.;
to lat. 43°53'00"N., long. 75°35'00"W.;
to lat. 43°53'00"N., long. 75°03'00"W.;
to lat. 43°30'00"N., long. 75°03'00"W.;
to lat. 43°30'00"N., long. 75°52'00"W.;
to the point of beginning.

Altitudes. 100 feet AGL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

10. Tupper West MOA, NY [New]

Boundaries. Beginning at lat. 44°36'00"N., long. 75°03'00"W.;
to lat. 44°36'00"N., long. 74°35'00"W.;
to lat. 44°15'00"N., long. 74°35'00"W.;
to lat. 43°53'00"N., long. 75°03'00"W.;
to the point of beginning.

Altitudes. May 1-October 31: 8,000 feet MSL to but not including FL 180; November 1-April 30: 6,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

11. Tupper Central MOA, NY [New]

Boundaries. Beginning at lat. 44°36'00"N., long. 74°35'00"W.;
to lat. 44°36'00"N., long. 74°21'00"W.;
to lat. 44°14'00"N., long. 74°21'00"W.;
to lat. 44°06'00"N., long. 74°12'00"W.;
to lat. 43°53'0"N., long. 74°12'00"W.;
to lat. 43°53'00"N., long. 75°03'00"W.;
to lat. 44°15'00"N., long. 74°35'00"W.;
to the point of beginning.

Altitudes. May 1-October 31: 8,000 feet MSL to but not including FL 180; November 1-April 30: 6,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

12. Tupper South MOA, NY [New]

Boundaries. Beginning at lat. 43°53'00"N., long. 75°03'00"W.;
to lat. 43°53'00"N., long. 74°12'00"W.;
to lat. 43°40'00"N., long. 74°12'00"W.;
to lat. 43°30'00"N., long. 74°21'00"W.;
to lat. 43°30'00"N., long. 75°03'00"W.;
to the point of beginning.

Altitudes. May 1-October 31: 8,000 feet MSL to but not including FL 180; November 1-April 30: 6,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

13. Tupper East MOA, NY [New]

Boundaries. Beginning at lat. 44°36'00"N., long. 74°21'00"W.;
to lat. 44°36'00"N., long. 74°12'00"W.;
to lat. 44°06'00"N., long. 74°12'00"W.;
to lat. 44°14'00"N., long. 74°21'00"W.;
to the point of beginning.

Altitudes. 10,000 feet MSL to but not including FL 180.

Times of use. May 1-August 31: 0800-1700 Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

In addition, two new restricted areas are established above and adjacent to the existing restricted area R-5201 as described below:

1. R-5202A Fort Drum, NY [New]

Boundaries. Beginning at lat. 44°01'05"N., long. 75°37'14"W.;
to lat. 44°03'20"N., long. 75°40'49"W.;
to lat. 44°06'55"N., long. 75°42'09"W.;
to lat. 44°10'50"N., long. 75°38'59"W.;
to lat. 44°16'07"N., long. 75°32'41"W.;
to lat. 44°11'24"N., long. 75°22'59"W.;
to lat. 44°07'10"N., long. 75°26'49"W.;
to the point of beginning.

Designated altitudes. 23,000 feet MSL to FL 290.

Time of designation. May 1-August 31: 0800-1700 local time, Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 local time, Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

2. R-5202B Fort Drum, NY [New]

Boundaries. Beginning at lat. 44°10'18"N., long. 75°41'18"W.;
to lat. 44°20'32"N., long. 75°32'04"W.;
to lat. 44°14'00"N., long. 75°17'00"W.;
to lat. 44°06'00"N., long. 75°25'10"W.;
to lat. 44°06'00"N., long. 75°28'49"W.;
to lat. 44°07'10"N., long. 75°26'49"W.;

to lat. 44°11’24”N., long. 75°22’59”W.;
to lat. 44°16’07”N., long. 75°32’41”W.;
to lat. 44°10’50”N., long. 75°38’59”W.;
to lat. 44°09’34”N., long. 75°40’00”W.;
to the point of beginning.

Designated altitudes. 6,000 feet MSL to FL 290.

Time of designation. May 1-August 31: 0800-1700 local time, Monday-Friday; other times by NOTAM. September 1-April 30: 0800-2200 local time, Monday-Friday; other times by NOTAM.

Controlling agency. FAA, Boston ARTCC.

Using agency. NY ANG, 174FW/Det 1, Fort Drum, NY

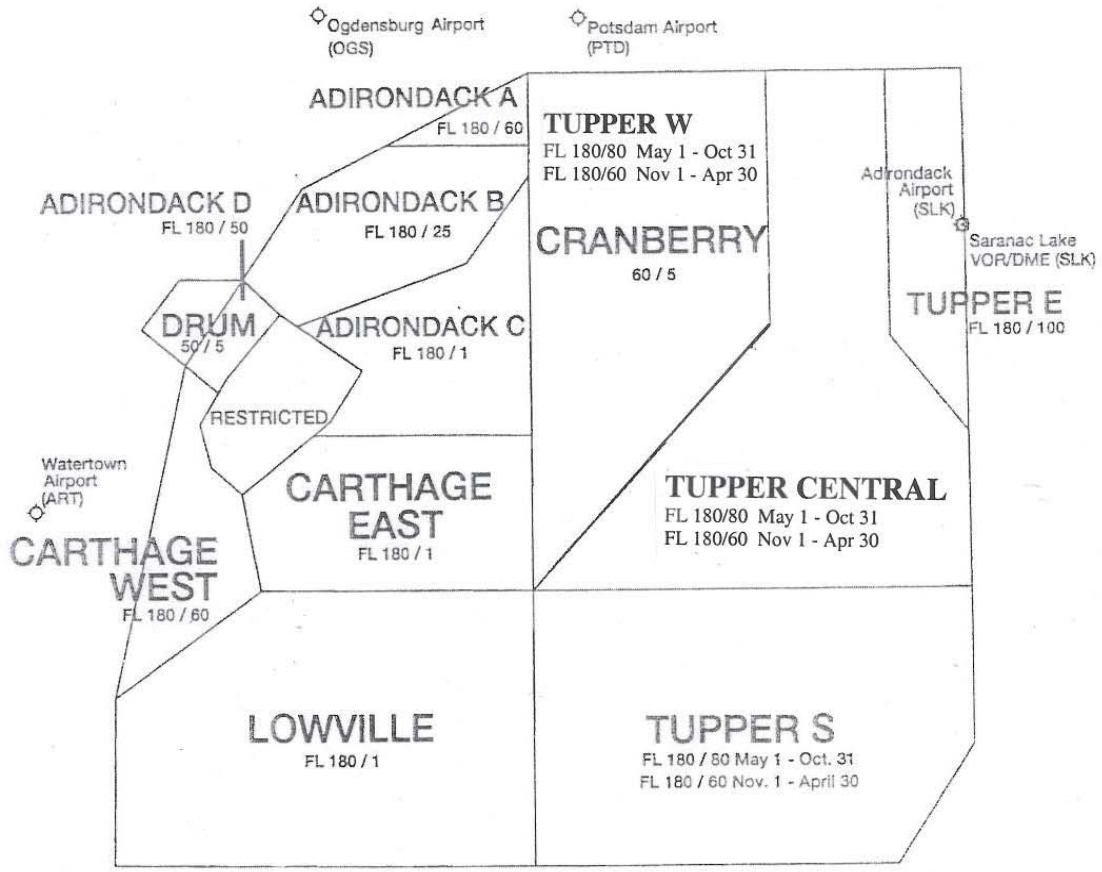
CHARTING

The Adirondack Airspace Complex will appear on both the New York and Montreal Sectional Aeronautical Charts.

The airspace changes listed above will appear on the 78th Edition of the New York Sectional Aeronautical Chart, dated November 20, 2008. However, the changes will not be reflected on the Montreal Sectional Aeronautical Chart until the 80th Edition, dated March 12, 2009.

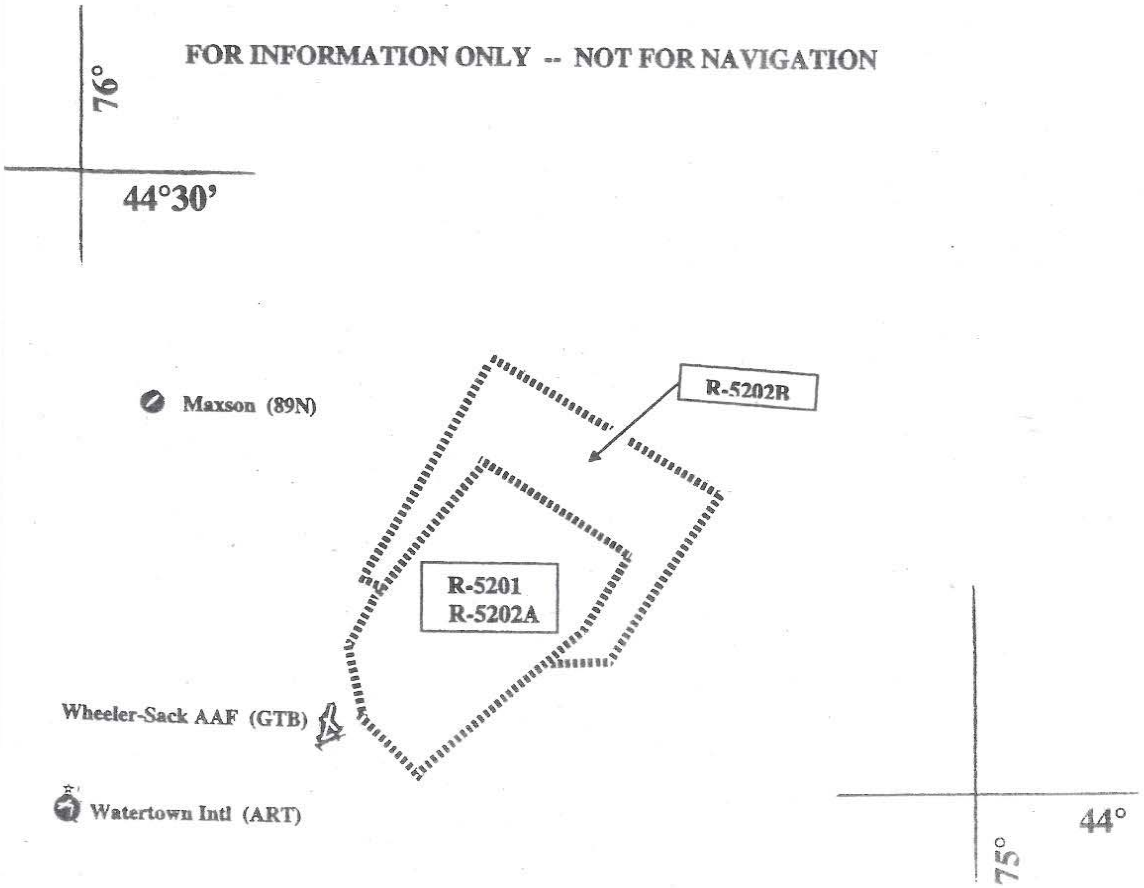
See the Aeronautical Chart Bulletin section in the Airport/Facility Directory - Northeast U.S.

MODIFICATION OF MILITARY OPERATIONS AREAS
Adirondack Airspace Complex
Fort Drum, New York



INFORMATION ONLY --- NOT FOR NAVIGATION

MODIFICATION OF RESTRICTED AREAS
FORT DRUM, NEW YORK



SPECIAL USE AIRSPACE

Establishment of Alert Area A-443
Shuqualak, Mississippi

Effective January 15, 2009

A new Alert Area A-443, is established at the Columbus AFB Auxiliary Airfield (1MS8) near Shuqualak, MS, effective beginning January 15, 2009.

Alert Areas are designated to inform nonparticipating pilots of areas that contain a high volume of pilot training operations, or an unusual type of aeronautical activity that pilots might not otherwise expect to encounter. In this case, Alert Area A-443 denotes the existence of concentrated pilot training activity at the Columbus AFB Auxiliary Field.

All flight activities in an Alert Area are conducted in accordance with VFR and in compliance with applicable sections of 14 CFR part 91, General Operating and Flight Rules. Alert Areas are advisory only. Alert Areas are not restrictive to nonparticipating pilots and there are no communications or ATC clearances required to transit an Alert Area.

The description of A-443 and a graphic depiction are as follows:

A-443 Shuqualak, MS [New]

Boundaries. That airspace within a 3.6 NM radius of the Columbus AFB Auxiliary Airfield (1MS8) at lat. 32°56'24"N., long. 88°34'45"W.

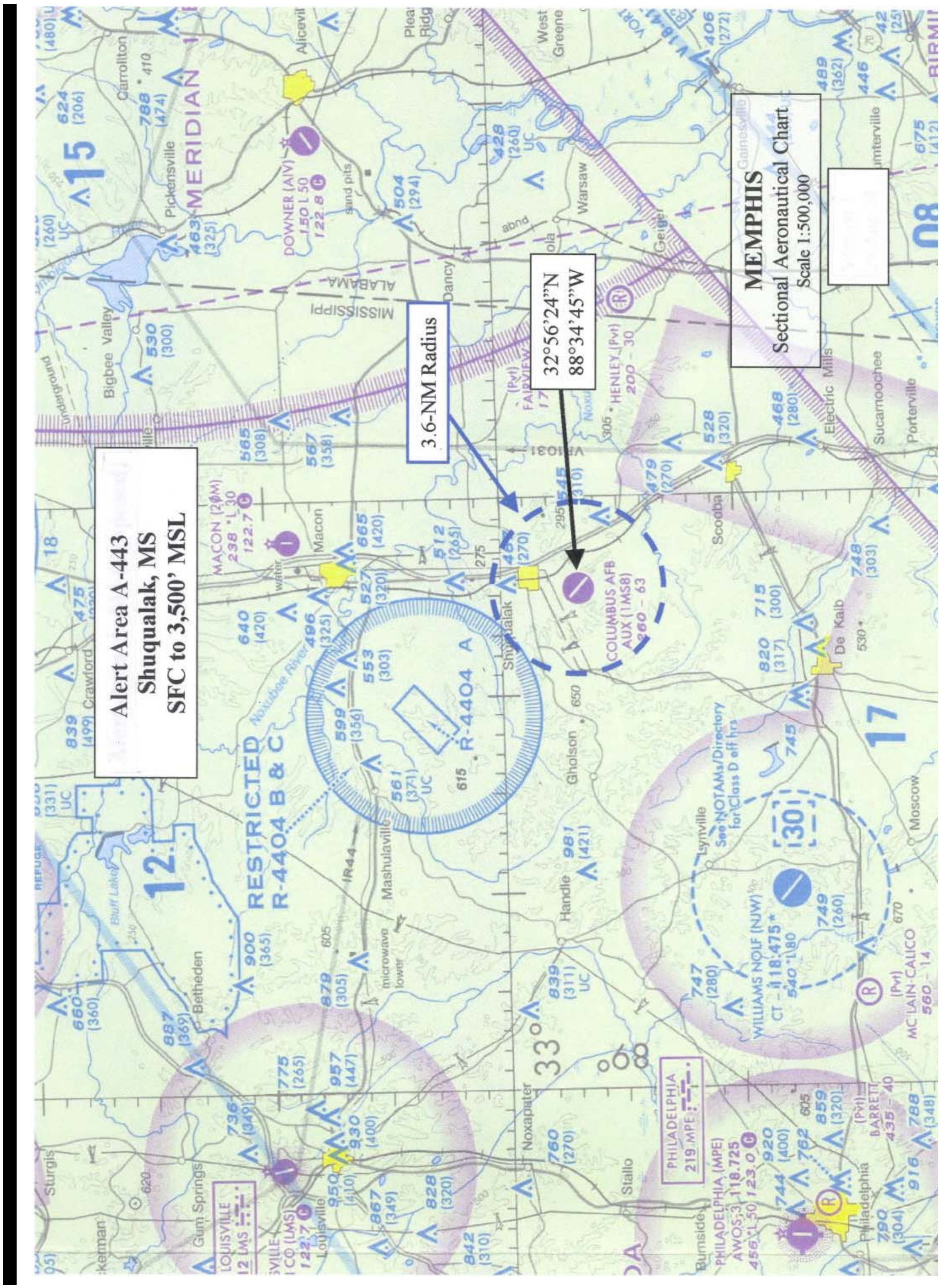
Altitudes. Surface to 3.500 feet MSL.

Times of use. Sunrise to sunset, Monday-Friday; other times by NOTAM.

Using agency. U.S. Air Force, 14th Flying Training Wing, Columbus AFB, MS.

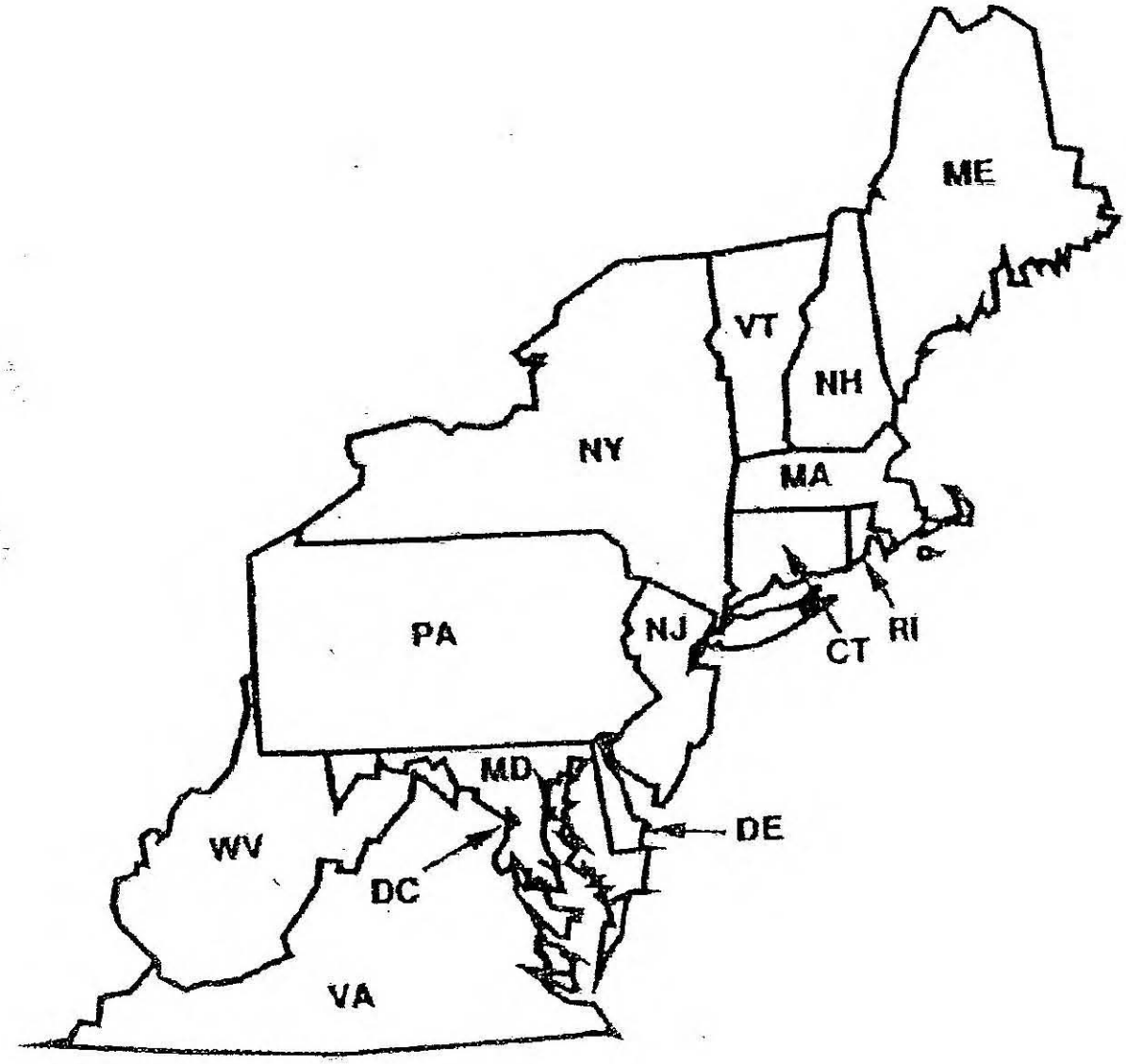
Note for Memphis Sectional Aeronautical Chart:

Alert Area
A-443
Concentrated Military Flight Training


Alert Area A-443
Shuqualak, MS
SFC to 3,500' MSL
3.6-NM Radius
32°56'24"N
88°34'45"W
MEMPHIS
Sectional Aeronautical Chart
Scale 1:500,000

Section 3. Airport and Facility Notices

Northeast United States



PITTSBURGH TOWER
STANDARD TAXI ROUTES

Pittsburgh, Pennsylvania

(Effective: June 18, 1998)

On June 18, 1998, the Pittsburgh Tower instituted standardized taxi routes to all runways for departure aircraft. The route will be issued by Ground Control as: "**TAXI TO RUNWAY (Runway ID), VIA STANDARD TAXI ROUTING** (and, if appropriate, specific taxi routing)."

TAXI ROUTE DEPARTURE: Follow the route corresponding with the exit point from the ramp. Route will indicate initial taxiway beginning from that used to depart the ramp.

START POINTS:

If Aircraft Originates From:	Follow Route For:
C1, C2, C3, C4, Y North	NORTH RAMP
V1, V2, V3, V4, V5, V6	EAST RAMP
D1, D2, W, D3, Y South*	SOUTH RAMP

* Aircraft departing from Yankee South join routing at Echo and taxi according to South Ramp procedures.

To Runway 28R	
START POINT	**ROUTING**
North Ramp	Charlie Bravo 1 (hold short of Bravo)
East Ramp	Cross Victor, Tango, Charlie, Bravo 1 (hold short of Bravo)
South Ramp	Cross Delta, Echo, Tango, Charlie, Bravo 1 (hold short of Bravo)

To Runway 28L/Papa Intersection	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Foxtrot (hold short of Papa)
East Ramp	Victor, Foxtrot (hold short of Papa)
South Ramp "Victor"	Cross Delta, Echo, Victor, Foxtrot (hold short of Papa)
South Ramp "Whiskey"	Cross Delta, Echo, Whiskey, Foxtrot (hold short of Papa)

To Runway 28C	
START POINT	**ROUTING**
North Ramp "Echo"	Charlie, Victor, Echo
North Ramp "November"	Charlie, November, Echo
East Ramp "Echo"	Victor, Echo
East Ramp "November"	Cross Victor, Tango, Charlie, November, Echo
South Ramp "Echo"	Cross Delta, Echo
South Ramp "November"	Cross Delta, Echo, Tango, Charlie, November, Echo

To Runway 10C	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Echo (hold short of Whiskey)
East Ramp	Victor, Echo (hold short of Whiskey)
South Ramp	Cross Delta, Echo (hold short of Whiskey)

To Runway 14	
START POINT	**ROUTING**
North Ramp “Echo”	Charlie, Victor, Echo, Sierra
North Ramp “November”	Charlie, November
East Ramp “Echo”	Victor, Echo, Sierra
East Ramp “November”	Cross Victor, Tango, Charlie, November
South Ramp “Echo”	Delta, Victor, Echo, Sierra
South Ramp “November”	Delta, Tango, Charlie, November

To Runway 10R	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Foxtrot
East Ramp	Victor, Foxtrot
South Ramp	Cross Delta, Echo, Whiskey, Foxtrot

(AEA–530 4/29/98)

FREEWAY AIRPORT (W00)

VOR/GPS Runway 36 Approach

The VOR/GPS Runway 36 approach to Freeway Airport, Mitchellville, Maryland, penetrates the Washington, DC, metropolitan area flight restricted zone (FRZ). While executing the VOR/GPS Runway 36 Approach to Freeway Airport, Parts 91 and 135 flight operations are exempt from the requirements of NOTAM 3/2126, Part III, A, and are authorized to penetrate the Washington, DC, FRZ, under the following provisions.

In addition to all other current NOTAMs applicable to this airport and the Washington, DC, metropolitan area Air Defense Identification Zone, all persons must comply with the following supplemental requirements:

1. Aircraft operators must file and activate an IFR flight plan.

2. Aircraft must squawk the air traffic control–assigned discreet beacon code.

3. Aircraft must maintain radio communication with Potomac Approach Control until authorized a frequency change to the local airport frequency.

4. Aircraft are not authorized practice (multiple) approaches.

This notice is effective immediately until further notice.

(ATP–120 7/15/03)

PHILADELPHIA INTERNATIONAL AIRPORT

ILS PRM (Simultaneous Close Parallel) Approach Procedure for Pilots Filing Flight Plans to Philadelphia International Airport (PHL)

EFFECTIVE NOVEMBER 1, 2003. During the hours of 0600–2100 local, PHL Air Traffic Control Tower can be expected to utilize ILS PRM approaches. If unable to participate in ILS PRM approaches, aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1–800–333–4286 prior to departure to obtain a pre–coordinated arrival time.

Non–participating aircraft may encounter delays attributable to PRM flow.

ILS PRM pilot requirements and procedures are outlined in the U.S. Terminal Procedures publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM).”

This notice is effective until further notice.

(AEA–530 10/2/03)

BALTIMORE–WASHINGTON INTERNATIONAL AIRPORT (BWI)

STANDARD TAXI ROUTES

Baltimore, Maryland

Baltimore Tower has instituted Standard Taxi Routes to Runway 28 for departure aircraft located at Pier A, B, C, and the southern portion of Pier D. Ground Control will issue the Standard Taxi Route. Pilots who are unable to comply with standardized routes should advise Ground Control on initial contact. **Read back all hold short instructions.** Aircraft operators are required to have a letter of agreement with Baltimore Tower to use the Standard Taxi Routes.

RUNWAY 28		
Start Point	**Route ID**	**Route**
Pier A, Pier B Pier C Gates 2, 4, 6, 8, 12 & 16	Perrys 1	Taxiways A, P1, U
Pier C Gates 1, 3, 5, 7, 9, 11, 13 & 15 Pier D Gates 2, 4, 7, 8, 10, 11, 12, 13, 14, 15 & 16	Perrys2	Taxiways A, C

Special Authorization to Conduct Taxi Into Position & Hold (TIPH) Operations at Intersection

Pittsburgh Tower is authorized to taxi aircraft into position and hold on Runways 28C and 28L at the intersection of Taxiway P during the hours of darkness. While conducting the TIPH operation, the specific runway shall be used only for departure and the intersection must be visible from the tower.

SPECIAL AUTHORIZATION TO CONDUCT TAXI INTO POSITION & HOLD (TIPH) OPERATIONS AT INTERSECTION

Newark Tower is authorized to taxi aircraft into position and hold (TIPH) between sunset and sunrise on Runway 22R at intersection Whiskey and Runway 22L at intersection Whiskey. While conducting these TIPH operations, the specific runway shall be used only for departing aircraft and the intersection must be visible from the control tower.

(Eastern Service Center 12/21/06)

NEWARK LIBERTY INTERNATIONAL AIRPORT (EWR)

Newark, New Jersey

INTERSECTING RUNWAY OPERATIONS

Newark Liberty International (EWR) Airport Traffic Control Tower (ATCT) has been authorized to conduct intersecting runway operations to Runway 29 and Runway 4R whereby an aircraft arriving Runway 29 shall be through the intersection of Runway 4R prior to the arriving aircraft on Runway 4R reaching a point no closer than 5,000 feet from the intersection of both runways.

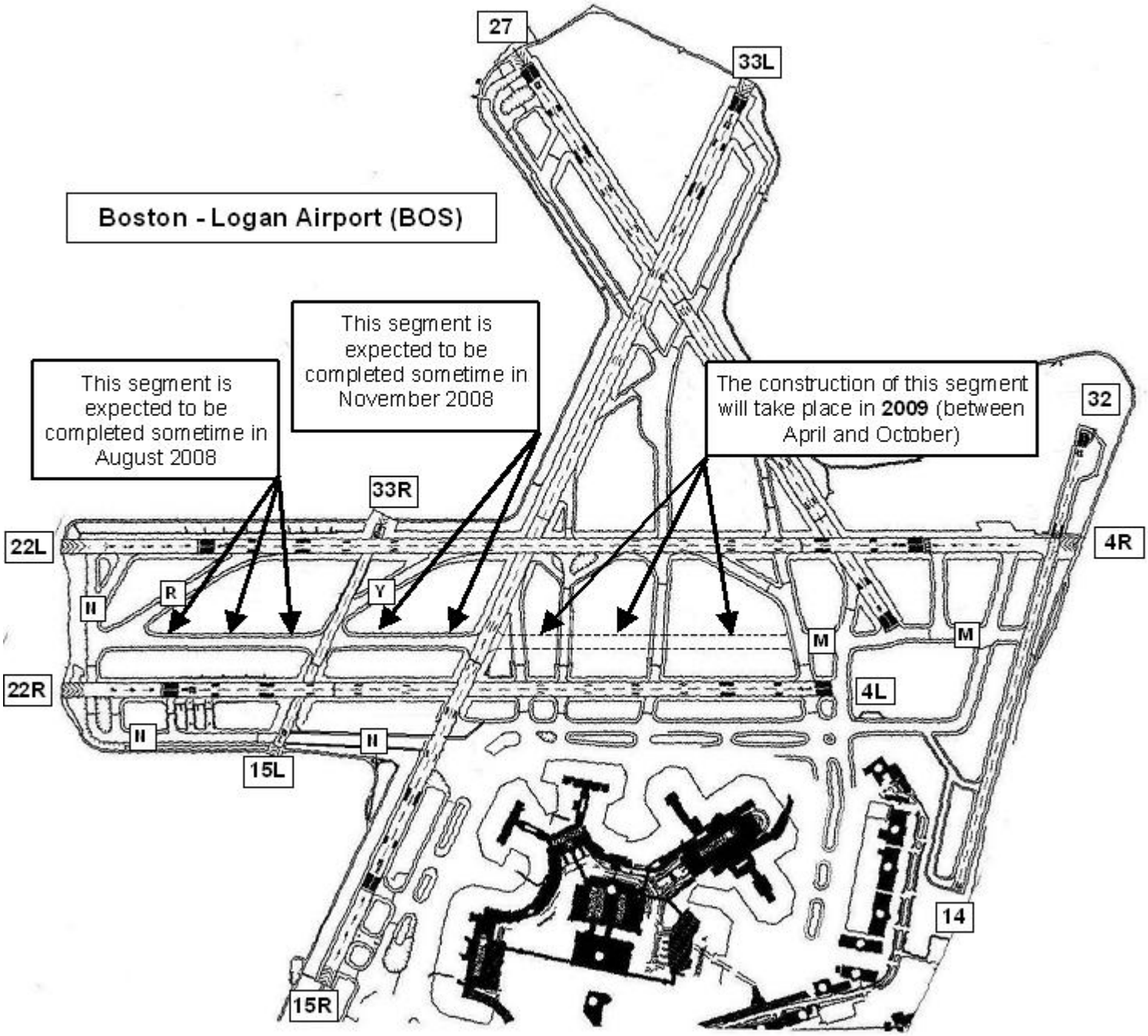
Boston–Logan International Airport (BOS)

Boston, Massachusetts

Taxiway Construction – June 2008 through October 2009

The Construction of a taxiway that will traverse the airfield (northeast/southwest in direction) has started. This new segment of taxiway that is under construction is an extension of Taxiway M and will be positioned between, and parallel to, Runways 4R/22L and 4L/22R.

The 18–month project has been divided into two parts (halves). Construction on the northeastern half (the segment that is northeast of Runway 15R/33L) will take place during the 2008 construction season. Construction on the southwestern half (the segment that is southwest of Runway 15R/33L) will take place during the 2009 construction season.


Boston - Logan Airport (BOS)
This segment is expected to be completed sometime in August 2008
This segment is expected to be completed sometime in November 2008
The construction of this segment will take place in **2009** (between April and October)
27
33L
32
33R
22L
4R
22R
4L
15L
15R
14
R
Y
M
M

Southeast United States

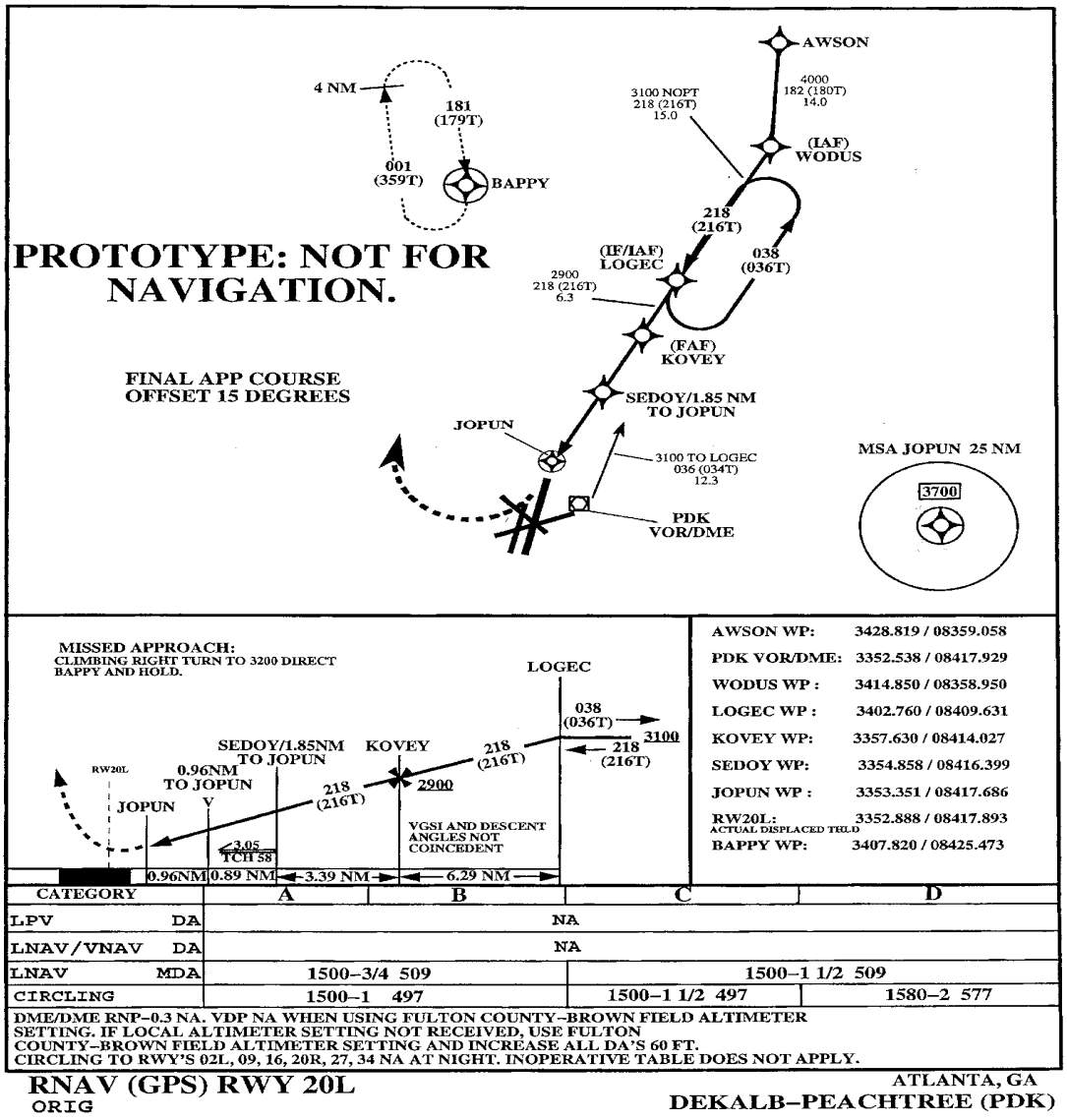
DEKALB–PEACHTREE AIRPORT (PDK)

ATLANTA, GEORGIA

GPS RUNWAY 20L APPROACH

A new, community–friendly approach has been commissioned for use at the Atlanta DeKalb–Peachtree (PDK) Airport, Georgia. The GPS Runway 20L has been designed to avoid the densely populated and noise sensitive area north of the airport. This approach is offset 15 degrees to the east of the current ILS final approach course.

During certain weather conditions requiring an instrument approach to Runway 20L, the GPS RWY 20L will be advertised on the ATIS. Pilots are encouraged to opt for the GPS approach and to inform Atlanta Approach Control on initial contact if an ILS approach is required.



(Eastern Terminal Service Unit – Atlanta Office3/14/05)

Effective September 1, 2005, 7 new Area Navigation Routes "Q Routes" to/from Florida airports will be published.

Users must comply with the following requirements to utilize these routes.

SPECIAL HIGH ALTITUDE Q ROUTES TO AIRPORTS IN FLORIDA

EFFECTIVE SEPTEMBER 1, 2005
Aircraft filing for altitudes at and above FL350 may utilize these routes provided they file the following equipment suffixes: /E, /G, /R, /J, /L, or /Q.

Overflying Fix	Destination Airport	Route
CEW	BOCA RATON	CEW DEFUN Q112 INPIN LLAKE–STAR
	FORT LAUDERDALE AREA	CEW DEFUN Q104 PIE FORTL–STAR
	MIAMI TERMINAL AREA	CEW DEFUN Q104 CYY CYY–STAR
	NAPLES/MARCO ISLAND	CEW DEFUN Q104 PIE ZEILR–STAR
	PALM BEACH	CEW DEFUN Q112 INPIN LLAKE–STAR
	FORT MYERS AREA	CEW DEFUN Q104 SWABE JOSFF–STAR
	TAMPA TERMINAL AREA	CEW DEFUN Q104 HEVVN DARBS–STAR
	SARASOTA	CEW DEFUN Q104 HEVVN CLAMP–STAR
SZW	FORT LAUDERDALE AREA	SZW HEVVN Q104 PIE FORTL–STAR
	MIAMI TERMINAL AREA	SZW HEVVN Q104 CYY CYY–STAR
	NAPLES	SZW HEVVN Q104 PIE ZEILR–STAR
	FORT MYERS AREA	SZW HEVVN Q104 SWABE JOSFF–STAR
GADAY	ORLANDO TERMINAL AREA	GADAY Q108 CLAWZ LEESE–STAR

SPECIAL HIGH ALTITUDE Q ROUTES FROM AIRPORTS IN FLORIDA

EFFECTIVE SEPTEMBER 1, 2005
Aircraft filing for altitudes at and above FL350 may utilize these routes provided they file the following equipment suffixes: /E, /G, /R, /J, /L, or /Q.

(Due to normal traffic management initiatives, these routes should not be filed to Chicago O'Hare)

Q116 is for future use and should not be filed at this time.

Departure Airport	Overflying Fix	Route
BOCA RATON	ATL	TBIRD KPASA Q118 LENIE ATL
FORT LAUDERDALE AREA	ATL	THNDR KPASA Q118 LENIE ATL
FORT MYERS AREA	ATL	JOCKS KPASA Q118 LENIE ATL
MIAMI TERMINAL AREA	ATL	WINCO KPASA Q118 LENIE ATL
ORLANDO TERMINAL AREA	ATL	WEBBS BRUTS Q118 LENIE ATL
PALM BEACH	ATL	TBIRD KPASA Q118 LENIE ATL
TAMPA TERMINAL AREA	ATL	BRUTS Q118 LENIE ATL
BOCA RATON	VUZ	TBIRD KPASA Q110 FEONA VUZ
FORT LAUDERDALE AREA	VUZ	THNDR KPASA Q110 FEONA VUZ
FORT MYERS AREA	VUZ	JOCKS KPASA Q110 FEONA VUZ
MIAMI TERMINAL AREA	VUZ	WINCO KPASA Q110 FEONA VUZ
ORLANDO TERMINAL AREA	VUZ	WEBBS BRUTS Q110 FEONA VUZ
PALM BEACH	VUZ	TBIRD KPASA Q110 FEONA VUZ
TAMPA TERMINAL AREA	VUZ	GULFR Q110 FEONA VUZ
BOCA RATON	MGM	TBIRD SMELZ Q106 BULZI MGM
FORT LAUDERDALE AREA	MGM	THNDR SMELZ Q106 BULZI MGM
FORT MYERS AREA	MGM	JOCKS SMELZ Q106 BULZI MGM
MIAMI TERMINAL AREA	MGM	WINCO SMELZ Q106 BULZI MGM
PALM BEACH	MGM	TBIRD SMELZ Q106 BULZI MGM
BOCA RATON	Overland Traffic to/through ZHU	TBIRD SMELZ Q106 GADAY
FORT LAUDERDALE	Overland Traffic to/through ZHU	THNDR SMELZ Q106 GADAY
FORT MYERS AREA	Overland Traffic to/through ZHU	JOCKS SMELZ Q106 GADAY
MIAMI TERMINAL AREA	Overland Traffic to/through ZHU	WINCO SMELZ Q106 GADAY
ORLANDO TERMINAL AREA	Overland Traffic to/through ZHU	WEBBS BRUTS Q106 GADAY
PALM BEACH	Overland Traffic to/through ZHU	TBIRD SMELZ Q106 GADAY
TAMPA TERMINAL AREA	Overland Traffic to/through ZHU	BULZI Q106 GADAY

SUBJECT: ATLANTA APPROACH CONTROL ACQUISITION OF ATHENS SECTOR AIRSPACE FROM ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)

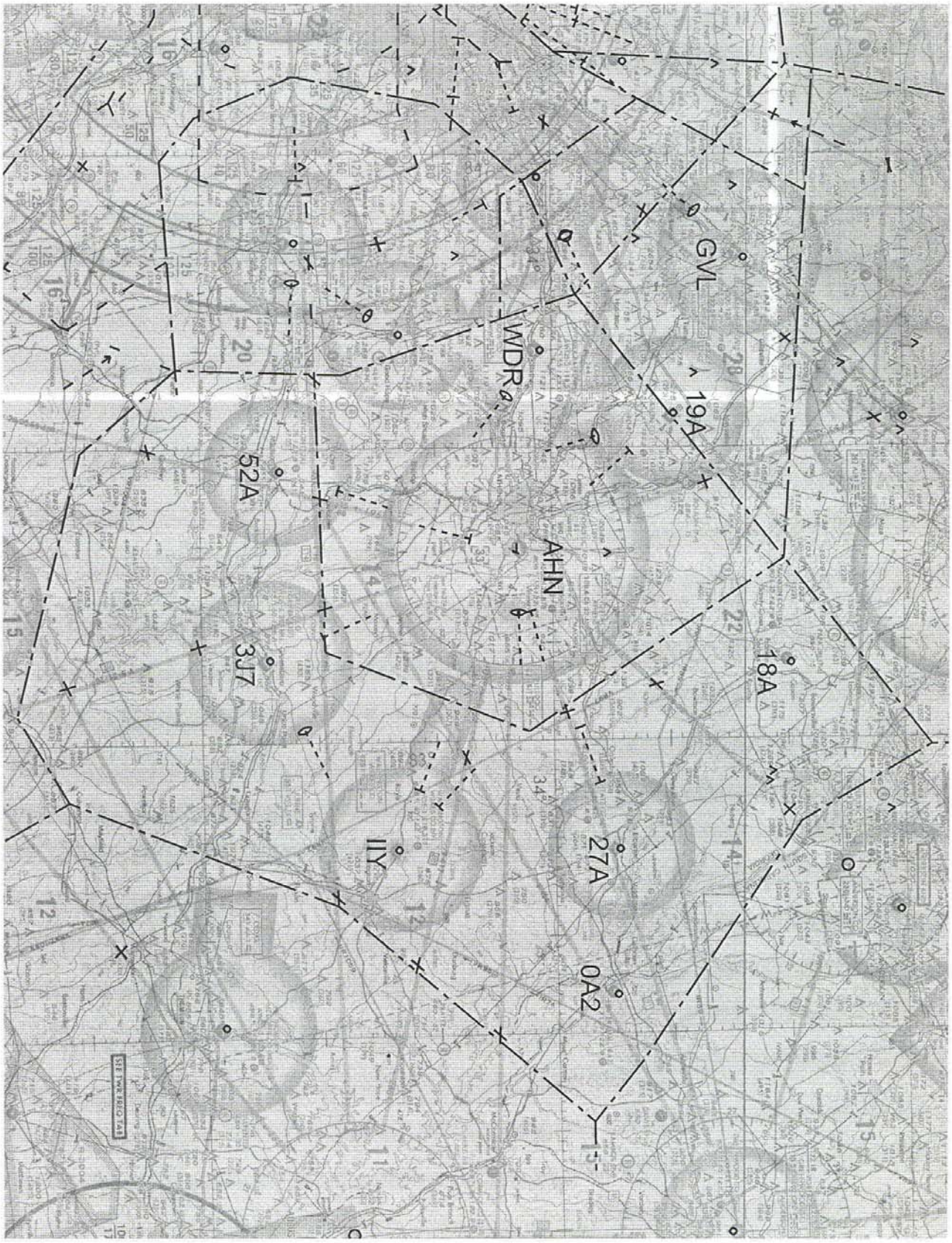
Effective November 1, 2005, all aircraft operating in the vicinity of Athens, Georgia, will now receive air traffic control services from Atlanta Approach Control. Atlanta Approach Control will assume the airspace from Atlanta ARTCC within a radius of approximately 50 nautical miles of Athens, Georgia, (See Graphic) at and below 10,000 feet MSL, from 6:00am Local Time until Midnight Local Time daily. During the hours from Midnight Local Time to 6:00am Local Time, the airspace will revert back to Atlanta ARTCC control.

The following airports will be affected and will normally be served by the frequencies noted from 6:00am Local Time to Midnight Local Time daily:

Athens / Ben Epps Airport (AHN)	132.475	291.1
Calhoun Falls / Hester Memorial (0A2)	127.5	316.05
Canon / Franklin County (18A)	127.5	316.05
Elberton / Elbert County – Patz Field (27A)	127.5	316.05
Gainesville / Lee Gilmer Memorial (GVL)	132.475	291.1
Greensboro / Green County Regional (3J7)	127.5	316.05
Jefferson / Jackson County (19A)	132.475	291.1
Madison Municipal (52A)	127.5	316.05
Washington / Wilkes County (IIY)	127.5	316.05
Winder / Barrow County (WDR)	132.475	291.1

During the hours from Midnight Local Time to 6:00am Local Time, contact Atlanta ARTCC on frequency 127.5 or 316.05 for air traffic control services.

(Eastern Terminal Operations; 9/27/05)


GVL
WDR
19A
52A
AHN
3J7
18A
IIY
27A
0A2

ATLANTA HARTSFIELD−JACKSON INTERNATIONAL AIRPORT

ILS PRM (Simultaneous Close Parallel) Approach Procedures for Pilots Filing Flight Plans to Atlanta Hartsfield−Jackson International Airport (ATL)

EFFECTIVE THURSDAY, JANUARY 18, 2007. During the hours of 0700−2300 local, ATL Air Traffic Control may utilize ILS PRM approaches to various arrival runway configurations (as outlined in the Letter to Airmen), as advertised on the ATIS. If unable to participate in PRM approaches, aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1−800−333−4286or 703−904−4452 prior to departure to obtain a pre−coordinated arrival time.

Non−participating aircraft may encounter delays attributable to PRM flow.

Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)”

This notice is effective until further notice.

(Eastern Service Center 11/20/06)

EGLIN AFB RAPCON

Eglin AFB RAPCON will limit their hours of operation to the following:

Monday – Sunday and Federal Holidays 0600L – 0000L. Jacksonville Center will become the controlling agency at all other times. When Jacksonville Center is the controlling agency, the ability to provide the ATC services specified in 14 CFR Part 93 will be reduced due to limited radar coverage; therefore, aircraft transiting this area will only receive information concerning the status of special use airspace, as traffic advisories will not be available during those times. Contact Jacksonville Center on 120.2 and 346.4.

(Jacksonville ARTCC & Eglin AFB 6/5/08)

East Central United States

CLEVELAND–HOPKINS INTERNATIONAL AIRPORT

ILS PRM (Simultaneous Close Parallel) Approach Procedures for Pilots Filing Flight Plans to Cleveland–Hopkins International Airport (CLE)

EFFECTIVE THURSDAY, MAY 12, 2005. During the hours of 0700–2200 local, CLE Air Traffic Control may utilize ILS PRM and LDA PRM approaches to runways 6L/6R as weather and arrival traffic demand dictate. Aircraft arriving from the west and north (primarily over ABERZ and HIMEZ intersections) should expect ILS PRM Runway 6L, aircraft arriving from the east and south (primarily over CXR and KEATN intersection) should expect LDA PRM Runway 6R. If unable to participate in PRM approaches aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1–800–333–4286 OR at 703–904–4452 prior to departure to obtain a pre–coordinated arrival time.

Non–participating aircraft may encounter delays attributable to PRM flow.

Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR OR LDA PRECISION RUNWAY MONITOR (PRM)”

This notice is effective until further notice.

(AGL–530 5/12/05)

CHICAGO O'HARE INTERNATIONAL AIRPORT
CHICAGO, ILLINOIS

The Federal Aviation Administration (FAA) has adopted a special Federal Aviation Regulation No. 105 implementing a mandatory reservation program for unscheduled instrument flight rules arrivals between the hours of 1200 UTC until 0159 UTC Monday to Friday and 1700 UTC until 0159 UTC on Sunday, at Chicago O'Hare International Airport effective until further notice.

Clearance by air traffic control does not constitute a reservation. Reservations will be allocated in half−hour periods. Reservations may be obtained beginning 72 hours in advance of the proposed arrival time via the internet at http:\\www.fly.faa.gov\ecvrs; by calling toll−free 1−800−875−9694 within the United States, Canada, and the Caribbean; or by calling the FAA Airport Reservation Office at 703−904−4452.

Certain public charter flights may obtain approval up to six months in advance.

Additional information on reservation procedures is available on the FAA web site at **http:\\www.fly.faa.gov\ecvrs**.

(VP System Operations Services 8/5/05)

CLEVELAND-HOPKINS INTERNATIONAL AIRPORT (CLE)

STANDARD (CODED) TAXI ROUTES

Effective: Until Further Notice

The Cleveland−Hopkins International Airport (CLE) has instituted standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color-coded designations for routings to various runways. The color-coded routes may be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are published in text form below. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

READBACK ALL HOLD SHORT INSTRUCTIONS

Runway 6L		
Route ID	**Start Point**	**Routing Via**
Violet	All Terminal Parking Areas	Juliet, Kilo, Lima, November **HOLD SHORT OF RUNWAY 6R** and monitor 120.9, Golf. *(Monitor 124.5 when west of Runway 6R)*

Runway 6R		
Route ID	**Start Point**	**Routing Via**
Emerald	All Terminal Parking Areas	Juliet, Kilo and Lima.

Runway 6R, Intersection Tango		
Route ID	**Start Point**	**Routing Via**
Red	All Terminal Parking Areas	Juliet, Kilo, Lima and Tango

Runway 24L		
Route ID	**Start Point**	**Routing Via**
Blue	All Terminal Parking Areas	Juliet, Sierra, Lima, Whiskey

Runway 24R		
Route ID	**Start Point**	**Routing Via**
Grey	All Terminal Parking Areas	Juliet, Sierra, **HOLD SHORT OF RUWNAY 24L** and monitor 120.9, Sierra. *(Monitor 124.5 when west of Runway 24L)*

Runway 24R		
Route ID	**Start Point**	**Routing Via**
Orange	All Terminal Parking Areas	Juliet, Romeo **HOLD SHORT OF RUNWAY 24L** and monitor 120.9, Bravo, Golf, Sierra. *(Monitor 124.5 when west of Runway 24L)*

(CLE ATCT 10/23/08)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

STANDARD (CODED) TAXI ROUTES

RUNWAY 22L

Route ID	Starting Point	Routing Via
Green 1	**South terminal** circles 3N or 4N. CONTACT GROUND ON 121.8	Uniform and Yankee.
Green 2	**South terminal** circle 2N. CONTACT GROUND ON 119.45	Foxtrot, Hotel and Yankee. Hold short of Kilo, contact ground on 121.8 at Hotel.
Green 3	**South terminal** circle 2S. CONTACT GROUND ON 119.25	Tango and Yankee. Hold short of Quebec and contact ground on 132.72. Hold short of K10 and contact ground on 121.8.
Green 4	**DELETE**	**DELETE**
Green 5	**North terminal** circle 1. CONTACT GROUND ON 121.8	Hotel, K-11 and Yankee.

RUNWAY 21R

Route ID	Starting Point	Routing Via
Blue 8	**South terminal** circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, Foxtrot, Whiskey, P-4 and Papa.
Blue 1	**South terminal** circle 2N. CONTACT GROUND ON 119.45.	Foxtrot, RY 9L and Mike.
Blue 2	**South terminal** circles 3N or 4N. CONTACT GROUND ON 121.8.	Uniform, Foxtrot, RY 9L and Mike. Hold short of U-8 and contact ground on 119.45.
Blue 3	**South terminal** Taxiway Kilo between K–4 and Taxiway Uniform. CONTACT GROUND ON 132.72.	Kilo, RY 9L and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Blue 4	**South terminal** circles 3N or 4N CONTACT GROUND ON 121.8	TURN LEFT on Uniform, join Kilo, RY 9L and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.

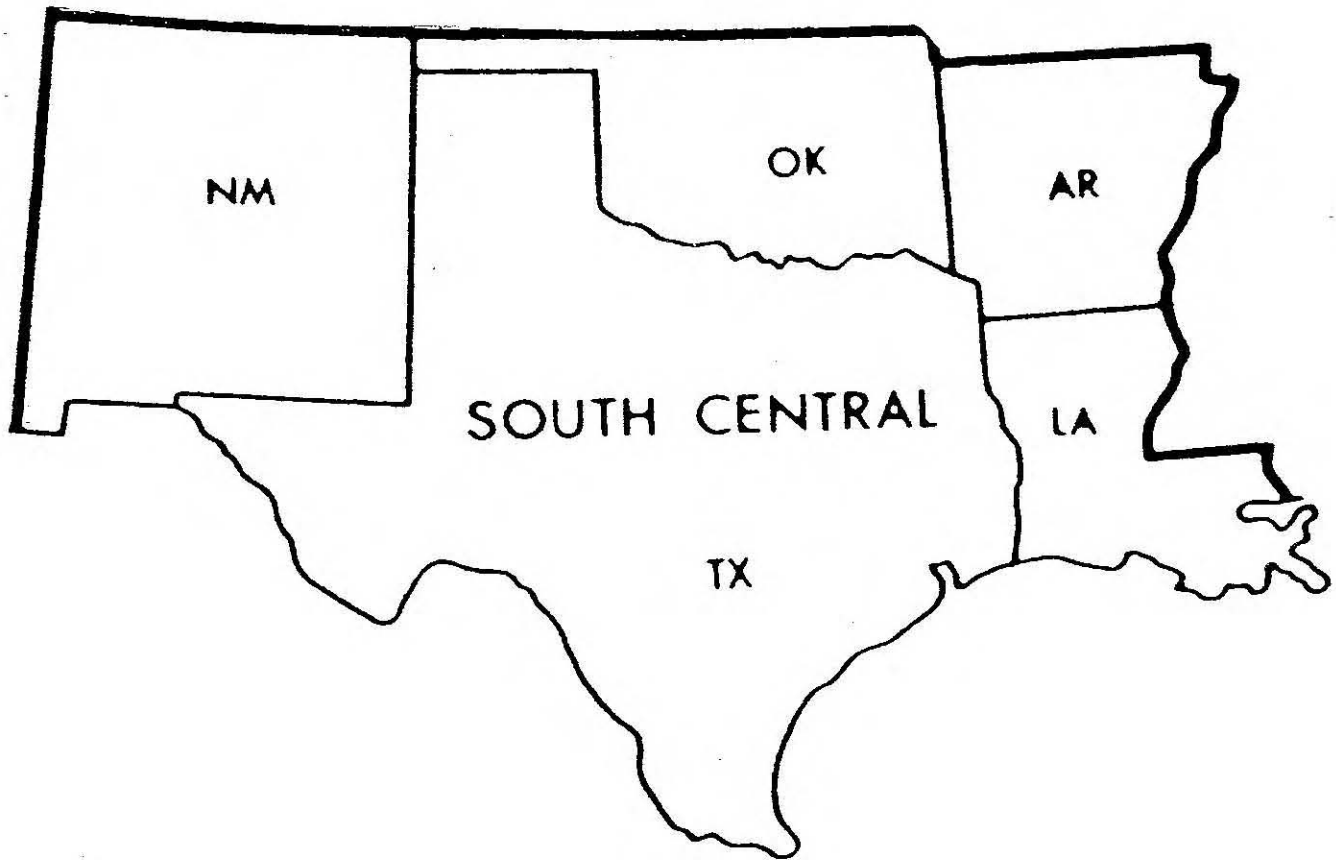
Route ID	Starting Point	Routing Via
Blue 5	**North terminal** circles 2 through 6 CONTACT GROUND ON 121.8	Kilo, Victor, Mike. Hold short of Foxtrot and contact ground on 119.45.
Blue 6	**North terminal** circle 1 CONTACT GROUND ON 121.8	Foxtrot, Victor, Mike. Hold short of Hotel and contact ground 119.45.

RUNWAY 3L

Route ID	Starting Point	Routing Via
Brown 1	**South terminal** Taxiway Kilo between K-4 and Taxiway Uniform. CONTACT GROUND ON 132.72.	Kilo, RY 9L, Foxtrot and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Brown 2	**South terminal** circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa. Hold short of PP-1 and **MONITOR** tower on 118.4
Brown 3	**North terminal** circles 2 through 6 CONTACT GROUND ON 121.8	Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45.
Brown 4	**North terminal** circle 1 CONTACT GROUND ON 121.8	Foxtrot, Mike. Hold short of Hotel and contact ground 119.45.
Brown 7	**South terminal** circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, PP1.

(DTW ATCT 12/18/08)

South Central United States



NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS

WEST AIRFIELD

PURPOSE

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs)**, part of the Runway Status Lights System (RWSL), on Runway 18L/36R at the Dallas/Fort Worth International Airport (DFW). The existing Runway Entrance Lights (RELs) will continue to operate along with the newly installed THLs. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in−pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in−pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runway 18L/36R.

The RELs are a series of five **red**, in−pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **runway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs are operational at the following intersections of Runway 18L/36R:

- **West Side: at Taxiways Y, Z, WJ, WK, G8, WL, WM, B, and A**
- **East Side: at Taxiways Y, Z, B, and A**

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are four sets of THLs, each comprising a series of eleven **red** in−pavement lights at 100’ spacing along the runway centerline. The four sets of THLs are operational at the full−length and intersection departure positions on Runway 18L/36R, as follows:

- **Runway 18L: from 875’ beyond the runway threshold for a length of 1000’ and from 875’ beyond the northern edge of the Y taxiway intersection for a length of 1000’**
- **Runway 36R: from 875’ beyond the runway threshold for a length of 1000’ and from 875’ beyond the southern edge of the A taxiway intersection for a length of 1000’**

OPERATION

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE−3 or ASDE−X) and multilateration information from the ASDE−X surveillance system.

IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON−BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.

Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning.

THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

HOURS OF TESTING

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS

Although the system has been designed to operate under all DFW operating configurations, testing will only be conducted on the West airfield when the runway instrumented with RWSL, Runway 18L/36R, is in use (i.e., during both South flow and North flow runway configurations).

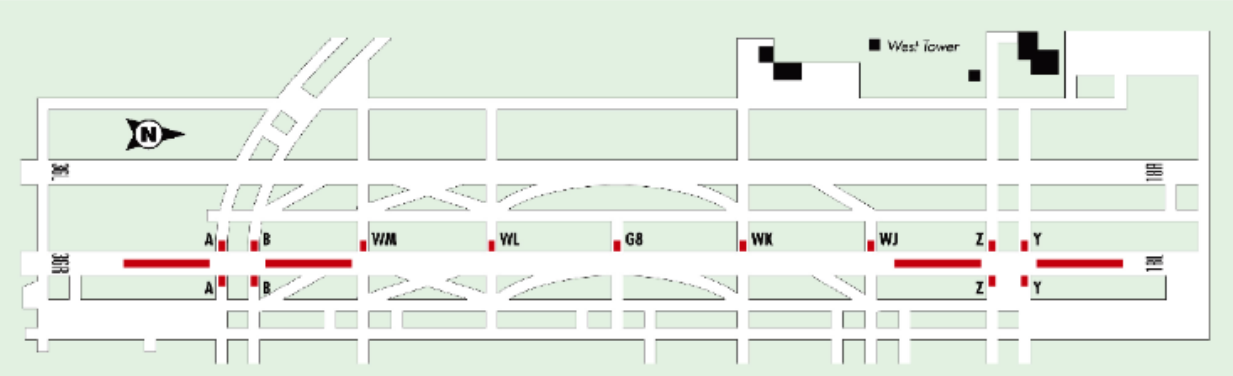
PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. A brief list of questions will be posted on the website. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet, http://www.RWSL.net**,** in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e−mail to:

Peter V. Hwoschinsky
FAA, ATO−P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202 493−4696 Fax : (202) 267−5111 e−mail: peter.hwoschinsky@faa.gov

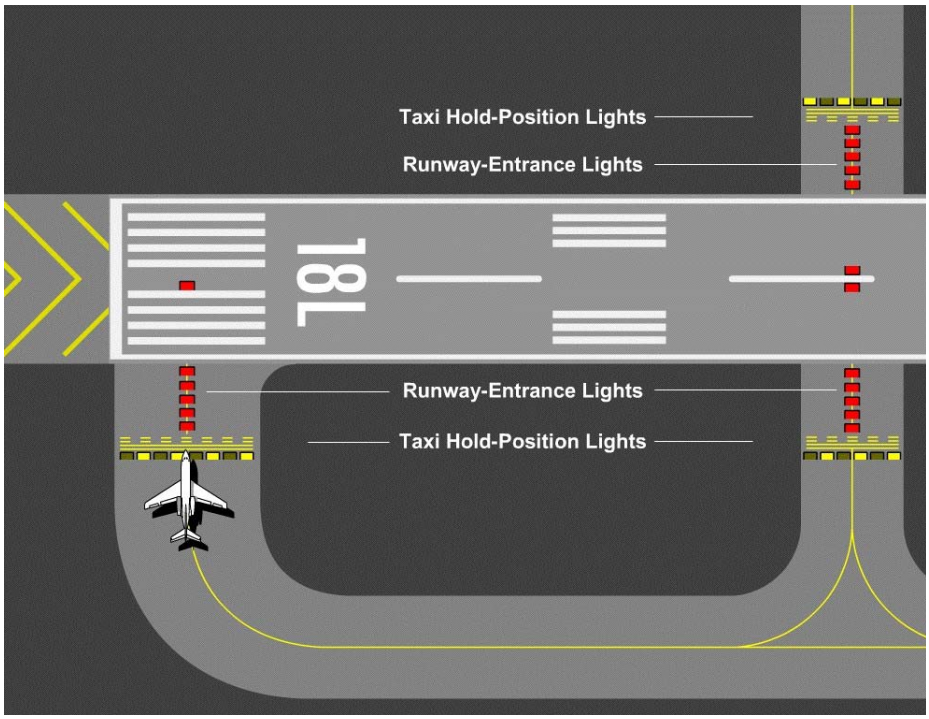
Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

ATTACHMENT



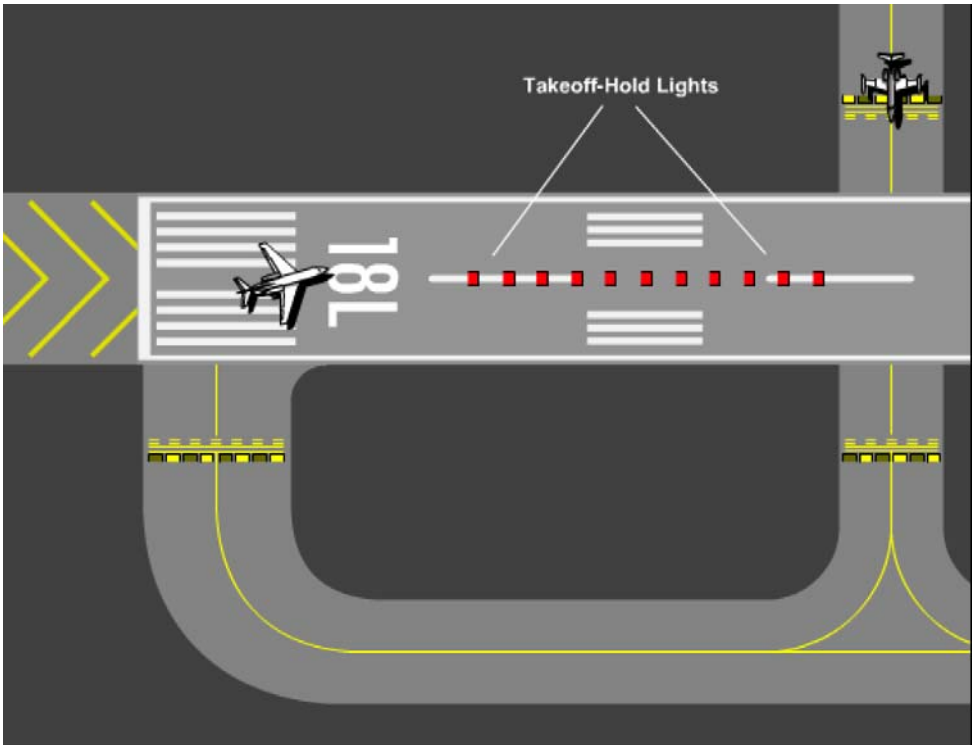
Drawing of DFW runway diagram for west side with THLs and RELs on runway 18L/36R.

Figure 1. DFW west side with THLs and RELs on runway 18L/36R.



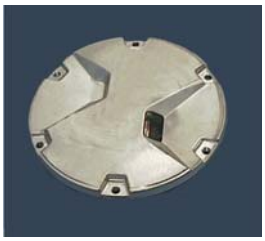
Drawing of Runway Entrance Lights (RELs) along a straight taxiway centerline.

Figure 2. Illustration of Runway Entrance Lights (RELs) along a taxiway centerline.
(not to scale)



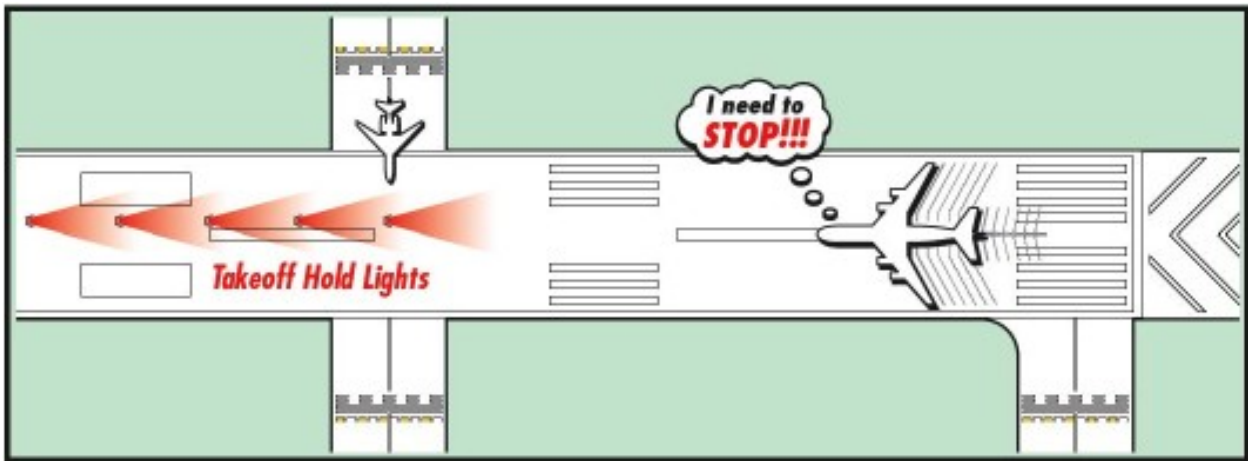
Drawing of Takeoff Hold Lights along a runway centerline

Figure 3. Illustration of Takeoff Hold Lights (THLs) along a runway centerline.
(not to scale)



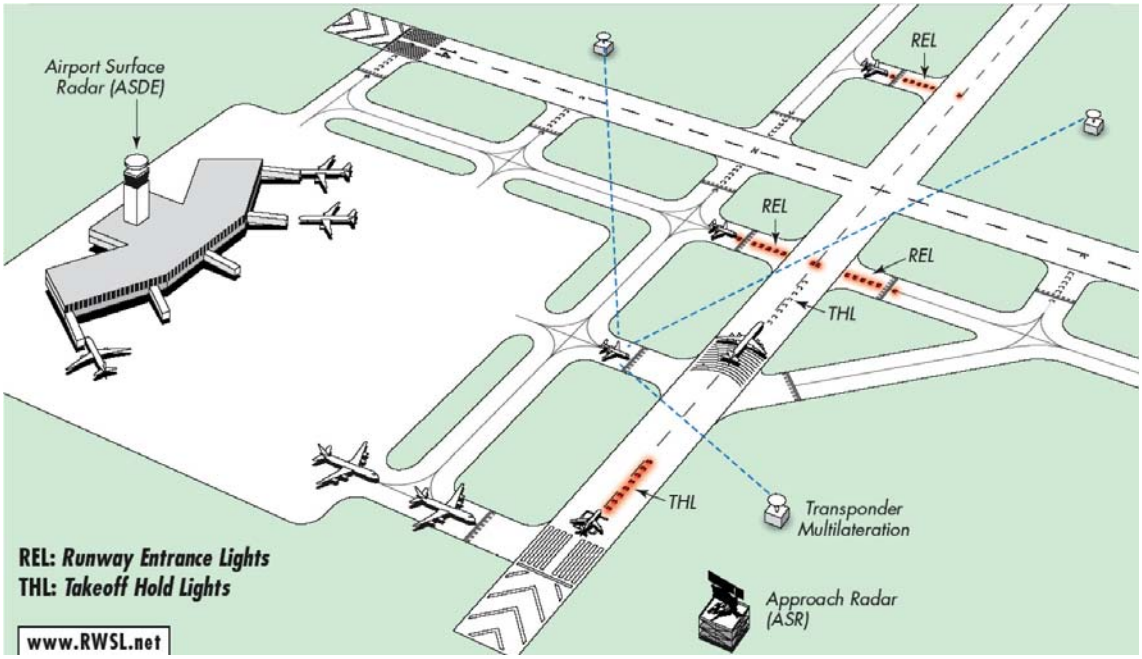
Photograph of L861–S fixture

Figure 4. Photograph of L861–S fixture.



Drawing of generic runway with red THLs.

Figure 5. THL Operational Concept.



Drawing of RWSL at DFW with.surveillance sources shown illuminated in red

Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs shown illuminated in red

NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS

EAST AIRFIELD

PURPOSE:

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs) and Runway Entrance Lights (RELs)**, part of the Runway Status Lights System (RWSL), on Runways 17R/35L and 17C/35C at the Dallas/Fort Worth International Airport (DFW). An operational evaluation of THLs and RELs on the DFW east side is scheduled to commence in September 2008 and will last approximately 3 months. The existing Runway Entrance Lights (RELs) and Takeoff Hold Lights on 18L/36R will continue to operate along with the newly installed lights on runways 17R/35L and 17C/35C. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

LIGHTING:

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in−pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in−pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runways 17R/35L and 17C/35C (Note: RELs and THLs are still in an extended operational evaluation on the west side runway, 18L/36R).

Runway Entrance Lights (RELs):

The RELs are a series of **red**, in−pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **taxiway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. (Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.)

RELs are operational at the following intersections of Runway 17R/35L:

- **West Side: at Taxiways Y, Z, EJ, EK, EL, EM, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EK, K8, EL, EM, B, A, and ER**

RELs are operational at the following intersections of Runway 17C/35C:

- **West Side: at Taxiways Y, Z, EJ, EL, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EL, B, A, and ER**

Takeoff Hold Lights (THLs):

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are six sets of THLs, each comprising a series of sixteen, double-row **red** in−pavement lights at 100' spacing straddling the runway centerline. (Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.) The six sets of THLs are operational at the full−length and intersection departure positions on 17R/35L and 17C/35C, as follows:

- **Runway 17R: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35L: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**
- **Runway 17C: from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35C: from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**

Please Note: THLs installed on the west side of DFW are configured as a single row of 11 red lights. THLs installed on the east side of DFW are comprised of two rows of 16 in-pavement red lights straddling the centerline lights. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, just commencing departure, and on final approach to land.

OPERATION:

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE−3 or ASDE−X) and multilateration information from the ASDE−X surveillance system. **IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON−BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.** Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions. If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL Indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

HOURS OF TESTING:

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS:

RWSL testing will be conducted on the East airfield on runways 17R/35L and 17C/35C. RWSL equipped runway 18L/36R on the West airfield will continue with the extended operational evaluation currently in progress.

PILOT EVALUATION:

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net**,** in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e−mail to:

Peter V. Hwoschinsky
FAA, ATO−P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: (202) 493−4696 Fax: (202) 267−5111 email: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

ATTACHMENT

Runway diagram of DFW East with RELs locations

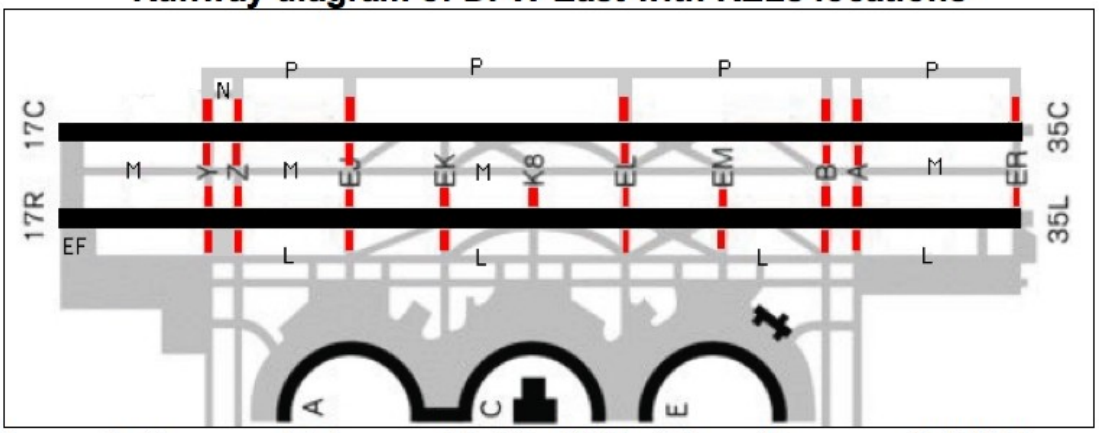


Figure 1. Runway Entrance Lights (RELs) Locations on 17R/35L and 17C/35C.

Runway Diagram of DFW East with THLs Locations

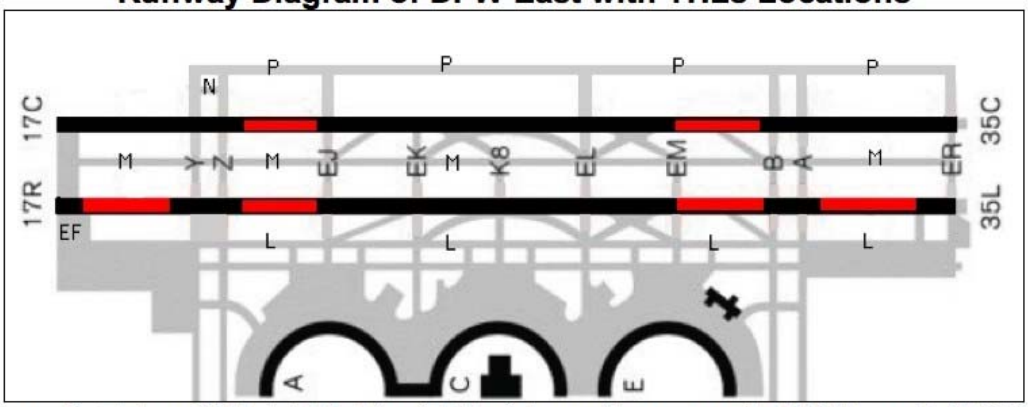


Figure 2. Takeoff Hold Lights (THLs) Locations on 17R/35L and 17C/35C.

Runway Entrance Lights (RELs)

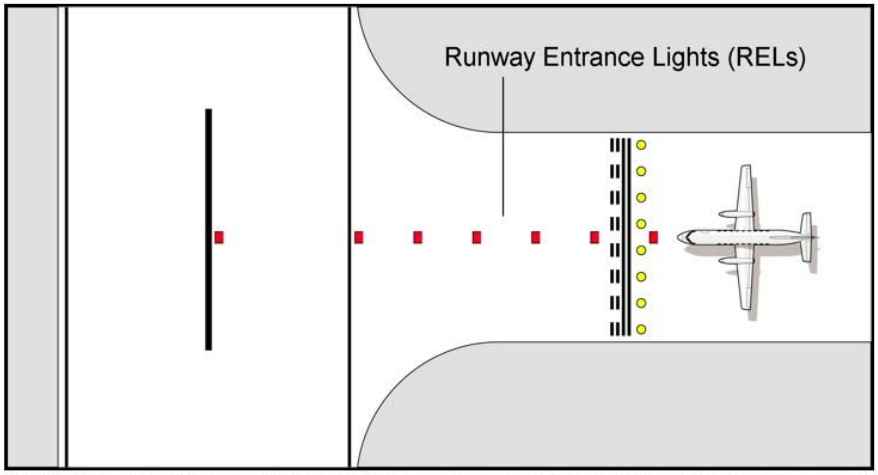


Figure 3. Illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline.
(not to scale)

Takeoff Hold Lights (THLs)

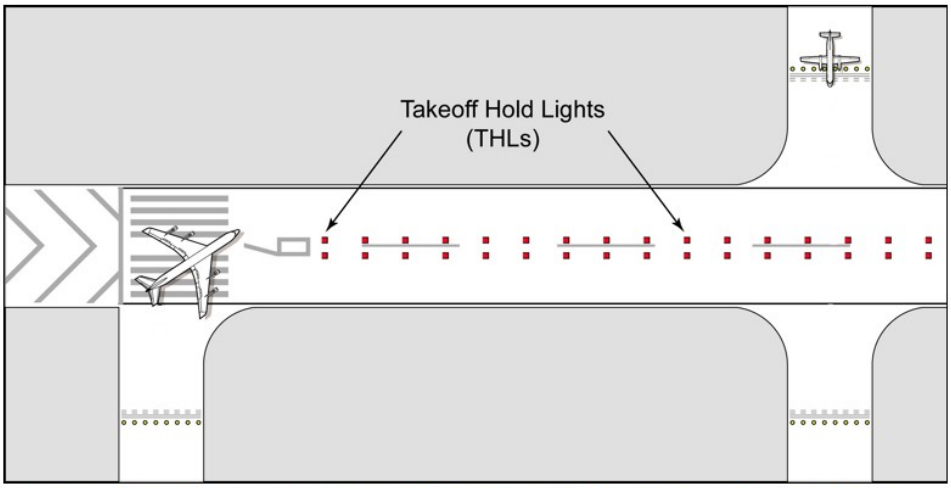


Figure 4 - Generic illustration of double-row THLs straddling the runway centerline lights.
(not to scale)

THLs and RELs In-pavement Light Fixture

Figure 5. Photograph of L861-S light fixture

Runway Status Lights (RWSL) Operational Concept with RELs and THLs

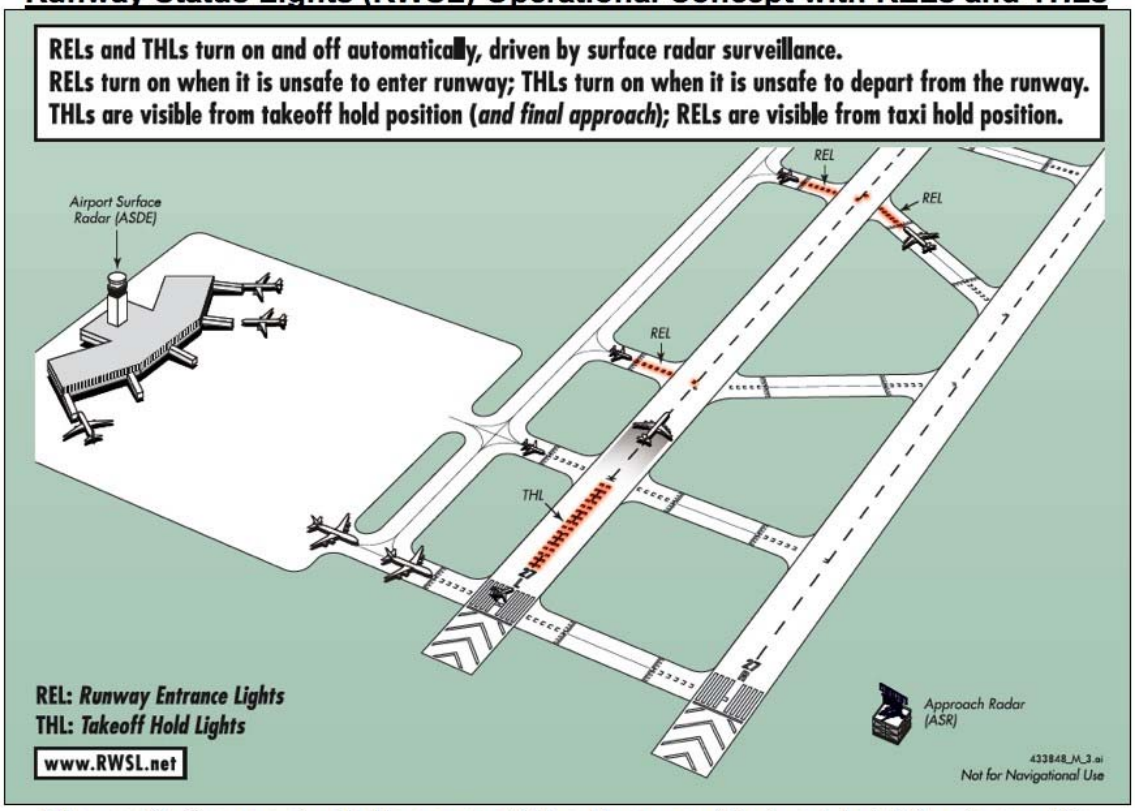


Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs* shown illuminated in red

***THLs shown in Figure 6 have a double-row configuration as are installed on DFW east runways 17R/35L and 17C/35C**

NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL EVALUATION OF THE FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS) AT THE DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS

PURPOSE:

Final Approach Runway Occupancy Signal (FAROS) has been installed at DFW to reduce the frequency and severity of runway incursions. At DFW, FAROS flashes the existing Precision Approach Path Indicator (PAPI) lights to directly indicate to pilots on final approach that the runway is occupied and is unsafe for landing. The Federal Aviation Administration (FAA) will be conducting an assessment of FAROS on DFW runways: 18R/36L, 17R/35L, and 17C/35C commencing in September 2008 and continuing for approximately three months. The existing PAPI lights have been modified to flash if runways 18R/36L, 17R/35L, and 17C/35C are occupied and there is arriving traffic. FAROS is an experimental system that is autonomously driven by safety logic that receives aircraft location from surveillance radars (ASRs), surface detection radars (ASDE−3 or ASDE−X) and multilateration information from the ASDE−X surveillance system. FAROS is expected to prevent the occurrence of runway land over incidents and occupied runway accidents. The intent is to provide a signal to directly alert landing pilots of the runway occupancy, as per NTSB recommendation.

A STEADY PAPI SIGNAL DOES *NOT* CONSITUTE CLEARANCE TO LAND! Pilots are still responsible for a safe approach and landing.

LIGHTING:

FAROS conveys **runway occupancy status**, indicating when a runway is occupied. Flashing of PAPI lights on DFW runways 18R/36L, 17R/35L, and 17C/35C indicates that the given runway is occupied.

OPERATION:

FAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment. It operates independently of Air Traffic Control. PAPI lights have two states: 1) Normal (PAPI lights are illuminated without flashing) and 2) Flashing (PAPI lights are temporarily flashing). The flashing of PAPIs is controlled automatically based on safety logic and aircraft location information provided by airport surveillance systems. **THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO LAND ON A RUNWAY.** Pilot protocol: if the approaching aircraft reaches the acquisition point of approximately 500 ft AGL with flashing PAPIs, the pilot should attempt to visually acquire the conflicting traffic on the runway. If the traffic is seen, evaluate the situation and proceed with caution. If the traffic is not seen, prepare to contact ATC at the contact point of approximately 300 ft AGL. If the contact point of approximately 300 ft AGL is reached with flashing PAPIs and the crew sees the traffic on the runway, evaluate the situation and proceed with caution. If traffic is not seen, the pilot should contact ATC to verify landing clearance and prepare for an *immediate go−around*. If ATC does not verify the landing clearance promptly, or cancels the landing clearance, then the pilot should go-around. If the pilot is not assured that the runway will be clear prior to touchdown, a go-around should be executed according to their best judgment of safety, understanding that flashing PAPIs indicate that the runway is occupied and is unsafe for landing. ATC may disable FAROS at any time if in their judgment the system is interfering with normal, safe operations. The disabling will revert the PAPIs to a steady state ON condition.

HOURS OF TESTING:

During the operational evaluation period, flashing PAPIs will be active 24/7 for the FAROS-equipped runways as they become available.

TEST CONFIGURATIONS AND RUNWAYS:

Testing of FAROS during operation evaluation will include equipped runways 18R/36L, 17R/35L, and 17C/35C.

An ATIS message will advise pilots of current FAROS operational locations.

PILOT EVALUATION:

Pilot feedback is necessary in order to assess system acceptability of FAROS. It is essential that pilots respond to brief surveys available through various venues including the Runway Status Lights website**,** in flight operations offices, and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Please participate by taking the FAROS survey via the Internet at www.RWSL.net. Pilots are also encouraged to respond with comments to Peter Hwoschinsky:

Peter V. Hwoschinsky
FAA, ATO−P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202 493−4696 Fax: (202) 267−5111 email: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the FAROS system.

FAROS Distinct Points (or heights) for Pilot Action on Final Approach

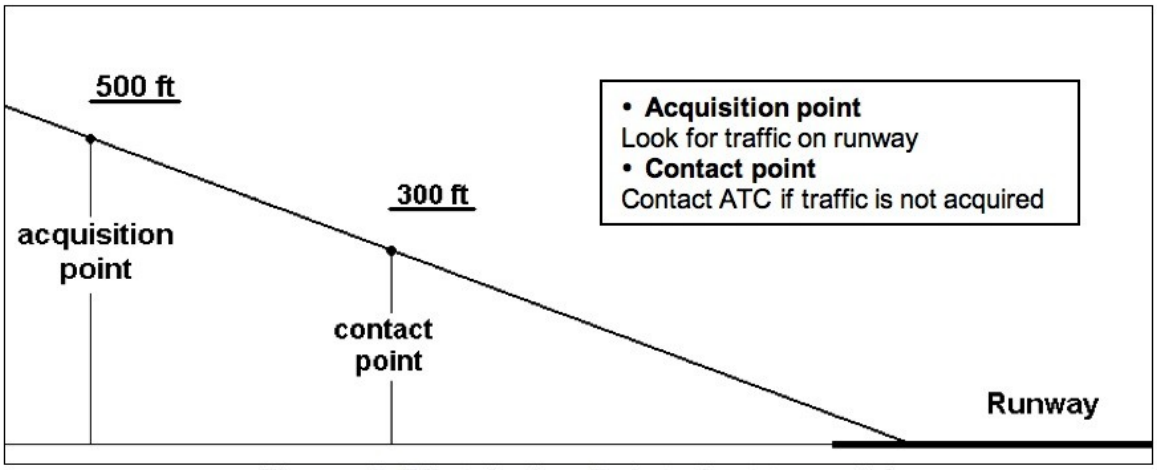


Figure 1. Pilot Action Points (not to scale)

Airport Diagram for DFW with FAROS Equipped Runways

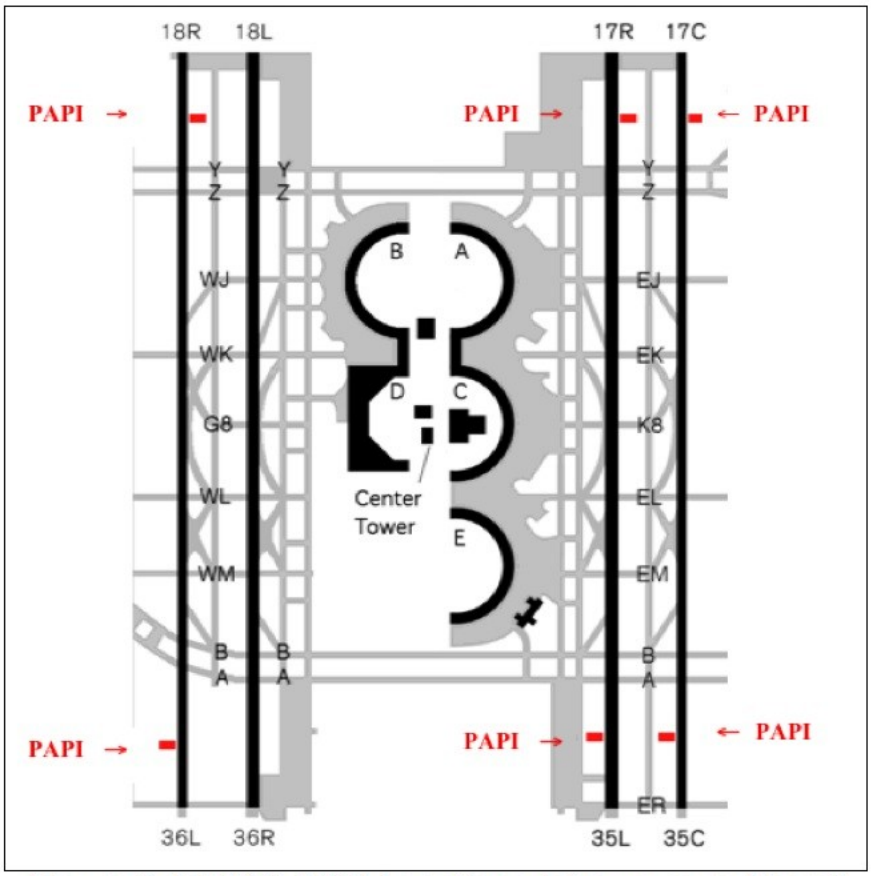


Figure 2. FAROS PAPI Locations (shown as red bars)

Precision Approach Path Indicator Light Fixture

Figure 3. PAPI Light Fixture showing glide path information

Operational Concept with FAROS, RELs, and THLs

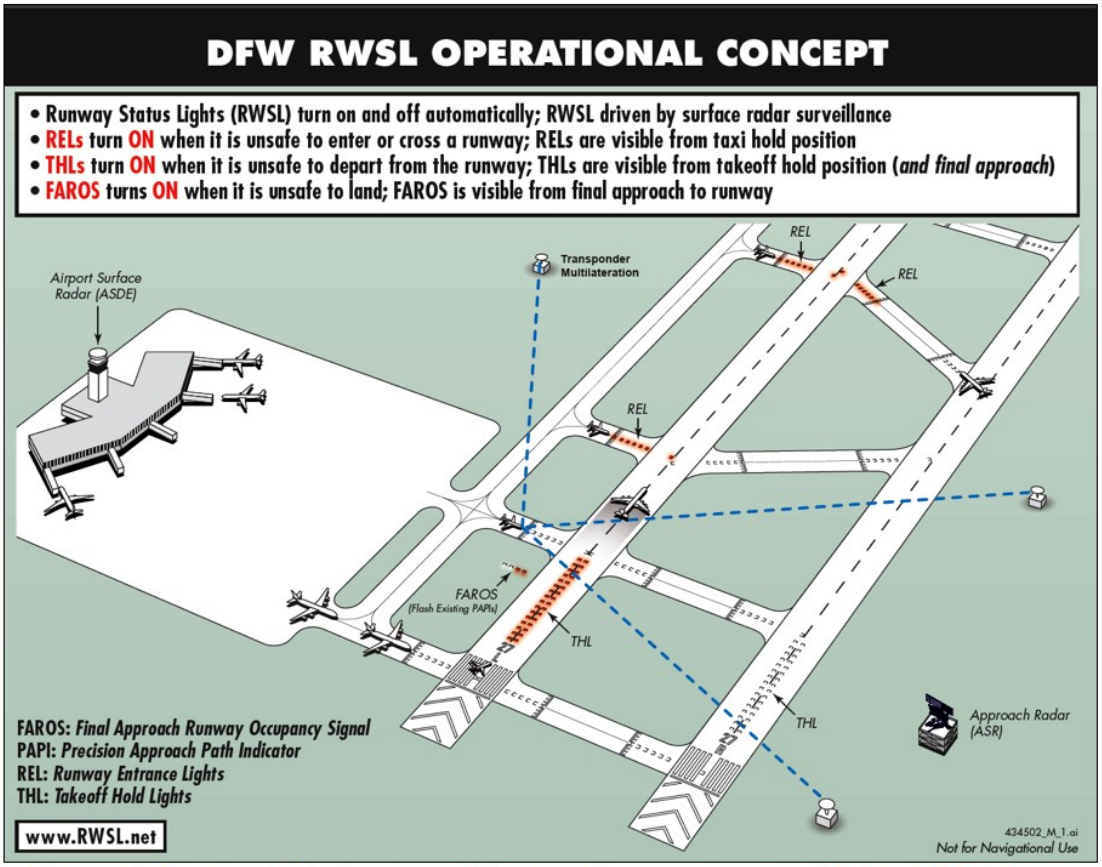


Figure 4. Conceptual diagram with surveillance sources driving FAROS, RELs and THLs shown illuminated in red

North Central United States

LAMBERT−ST. LOUIS INTERNATIONAL AIRPORT

Simultaneous Offset Instrument Approach (SOIA) Procedure for Pilots Filing Flight Plans to Lambert−St. Louis International Airport (STL)

EFFECTIVE OCTOBER 27, 2005. During the hours of 0700−2200 local, STL Air Traffic Control may utilize LDA PRM and ILS PRM approaches as weather and traffic demand dictate. Aircraft arriving from the northeast and northwest (primarily over PETTI and LORLE intersections) should expect ILS PRM Runway 30R. Aircraft arriving from the west and southeast (primarily over FTZ and QBALL) should expect LDA PRM Runway 30L. If unable to participate in PRM approaches aircraft operators are required to contact FAA ATCSCC directly at 1−800−333−4286 or 703−904−4452 prior to departure to obtain a pre−coordinated arrival time. Non−participating aircraft may encounter delays.

Pilot requirements and procedures are outlined in U. S. Terminal Procedures Publications available on pages entitled ”ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)” or ”ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)”.

This notice is effective until further notice.

(Harman/ACE 8/31/05)

LAMBERT−ST. LOUIS INTERNATIONAL AIRPORT

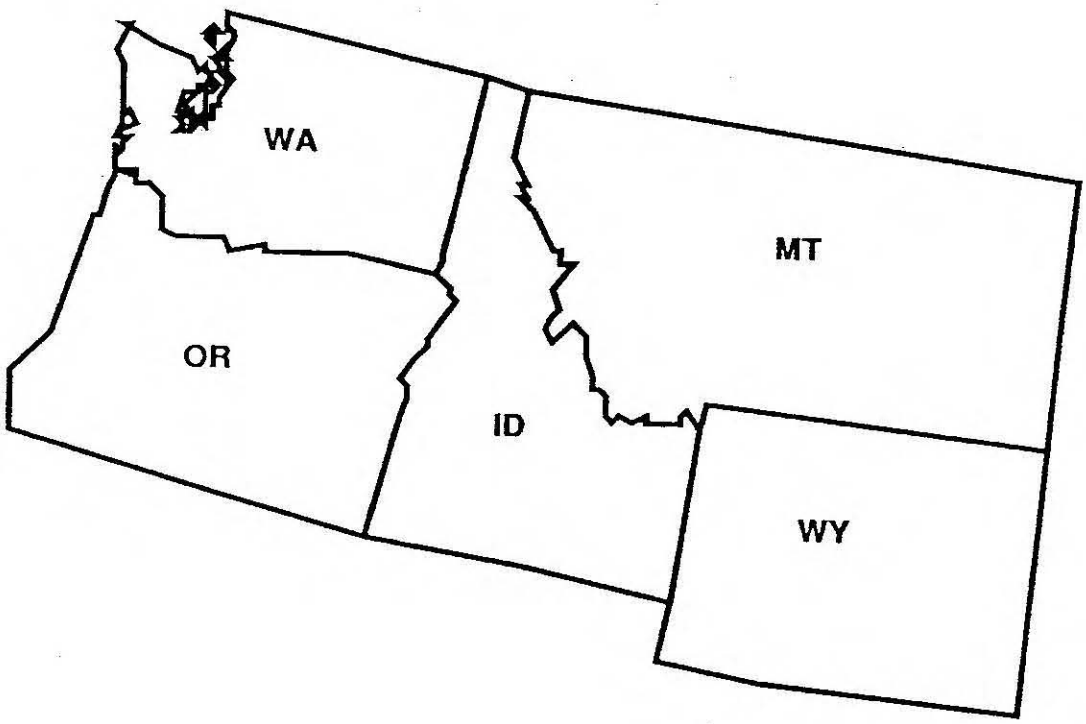
ILS PRM Approach Procedures for Pilots Filing Flight Plans to Lambert−St. Louis International Airport (STL)

EFFECTIVE APRIL 13, 2006. During the hours of 0700−2200 local, STL Air Traffic Control may utilize ILS PRM approaches as weather and traffic demand dictate. If unable to participate in PRM approaches aircraft operators are required to contact FAA ATCSCC directly at 1−800−333−4286 or 703−904−4452 prior to departure to obtain a pre−coordinated arrival time. Non−participating aircraft may encounter delays.

Pilot requirements and procedures are outlined in U. S. Terminal Procedures Publications available on pages entitled ”ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)”.

This notice is effective until further notice.

Northwest
United States



SPOKANE APPROACH CONTROL (GEG) CONCURRENT OPERATIONS TO SPOKANE INTERNATIONAL AIRPORT (GEG) AND FAIRCHILD AIR FORCE BASE (SKA)

Background: The purpose of this Notice is to inform pilots landing/departing from either Spokane International Airport (GEG) or Fairchild Air force Base (SKA) under Instrument Flight Rules concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to GEG and SKA under Instrument Flight Rules requires lateral and or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

In a north flow, the ILS approach to GEG Runway 3 converges with the departure path of SKA Runway 5. GEG is located 2.9 NM east of SKA. The convergence and divergence of flight paths, and distance between airports has made it possible to utilize visual separation under certain weather conditions to reduce the spacing normally provided to aircraft landing and departing SKA and GEG.

INFORMATION: When weather/operational conditions permit, GEG Tower controllers will provide visual separation during the following operations:

- IFR arrivals to GEG Runway 3 and SKA departures Runway 5

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

If you have any questions or concerns, please contact the manager or designee of the facility listed below during normal business hours.

Spokane Approach Control – (509) 363–6900

(ANM–530 5/8/03)

GEG RWY 3 ARRIVALS SKA RWY 5 DEPARTURES

SEATTLE APPROACH CONTROL (S46) CONCURRENT OPERATIONS TO BOEING FIELD (BFI) AND SEATTLE-TACOMA INTERNATIONAL AIRPORT (SEA)

(See graphics on following pages)

Background: The purpose of this Notice is to inform pilots landing/departing from either Boeing King County International Airport (BFI) or Seattle-Tacoma International Airport (SEA) under Instrument Flight Rules concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to BFI and SEA under Instrument Flight Rules requires lateral and or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

In a south flow, the ILS approach to BFI Runway 13R converges with the ILS approaches to SEA Runways 16 L/C/R directly over BFI. In a north flow, the departure paths for aircraft departing north from SEA Runways 34L/R and BFI Runway 31L diverge directly over the north end of BFI Runway 31L. BFI field elevation is 21 feet MSL and SEA field elevation is 433 feet MSL. BFI is located 4.5 NM north of SEA. The convergence and divergence of flight paths, differences in field elevations and distance between airports has made it possible to utilize visual separation under certain weather conditions to reduce the spacing normally provided to aircraft landing and departing SEA and BFI.

INFORMATION: When weather/operational conditions permit, BFI Tower controllers will provide visual separation during the following operations:

- **IFR arrivals to BFI Runway 13R/L and SEA Runways 16L/C/R**
- **IFR Departures from BFI Runway 31L/R and IFR departures from SEA Runways 34L/C/R**
- **IFR Arrivals to BFI Runway 31L/R and IFR departures from SEA Runways 34L/C/R**

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

If you have any questions or concerns, please contact the manager or designee of one the facilities listed below during normal business hours.

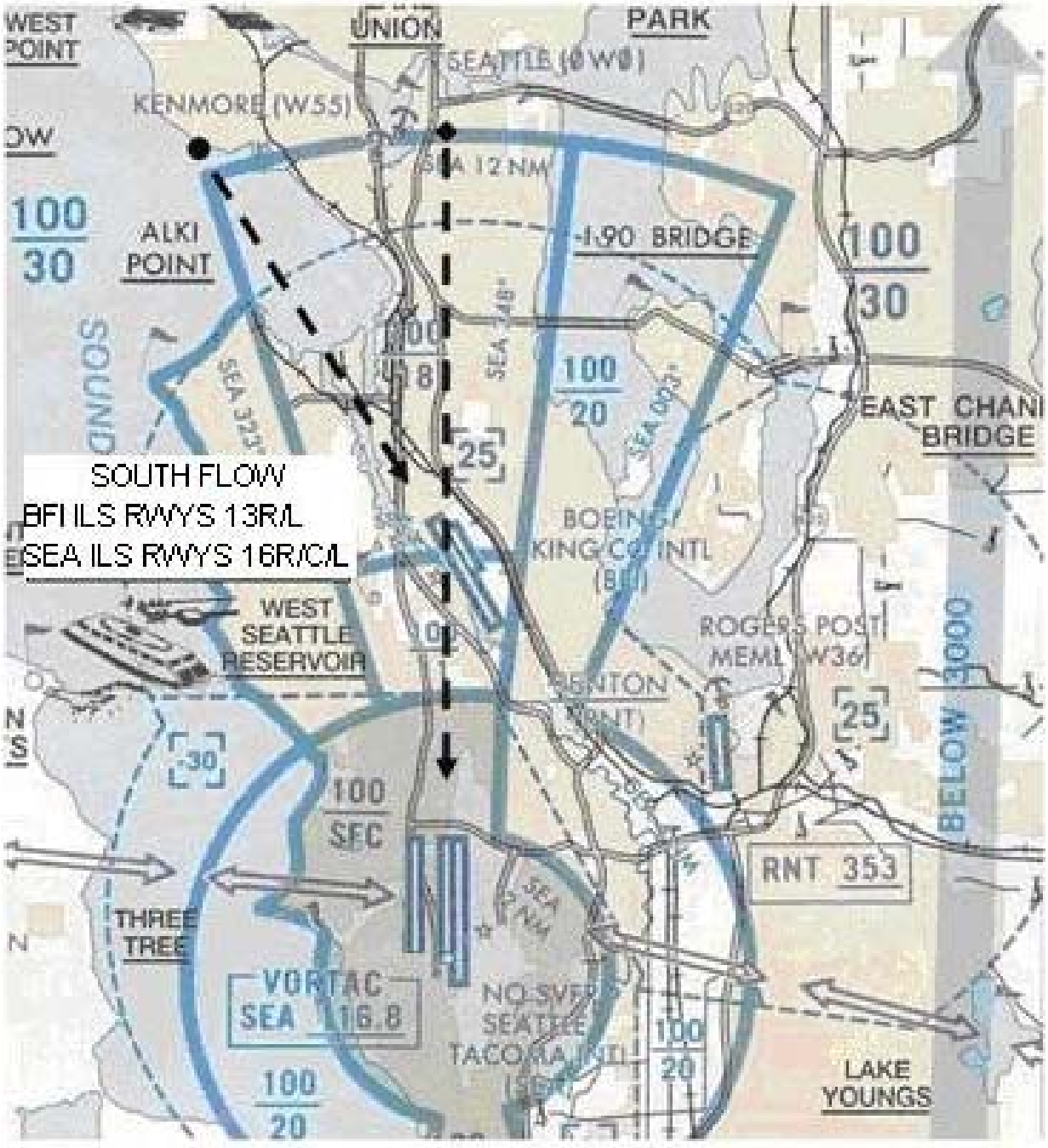
Seattle Approach Control - (206) 214-4600

Seattle Air Traffic Control Tower - (206) 214-2500

Boeing Field Air Traffic Control Tower - (206) 658-6400

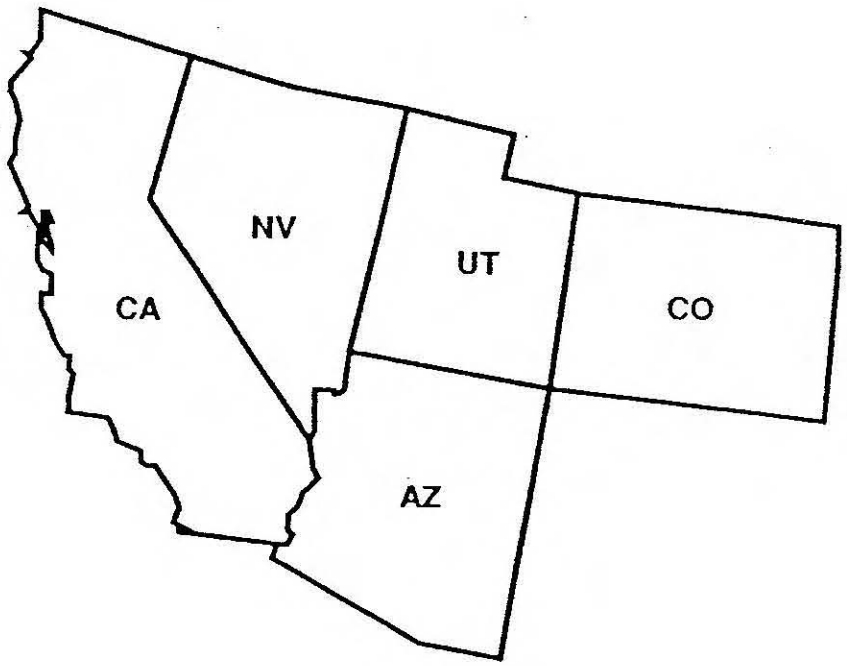
SEATAC (SEA) – BOEING FIELD (BFI) NORTH FLOW

SEATAC (SEA) – BOEING FIELD (BFI) SOUTH FLOW



(Western Service Center Operations Support 12/18/08)

Southwest United States

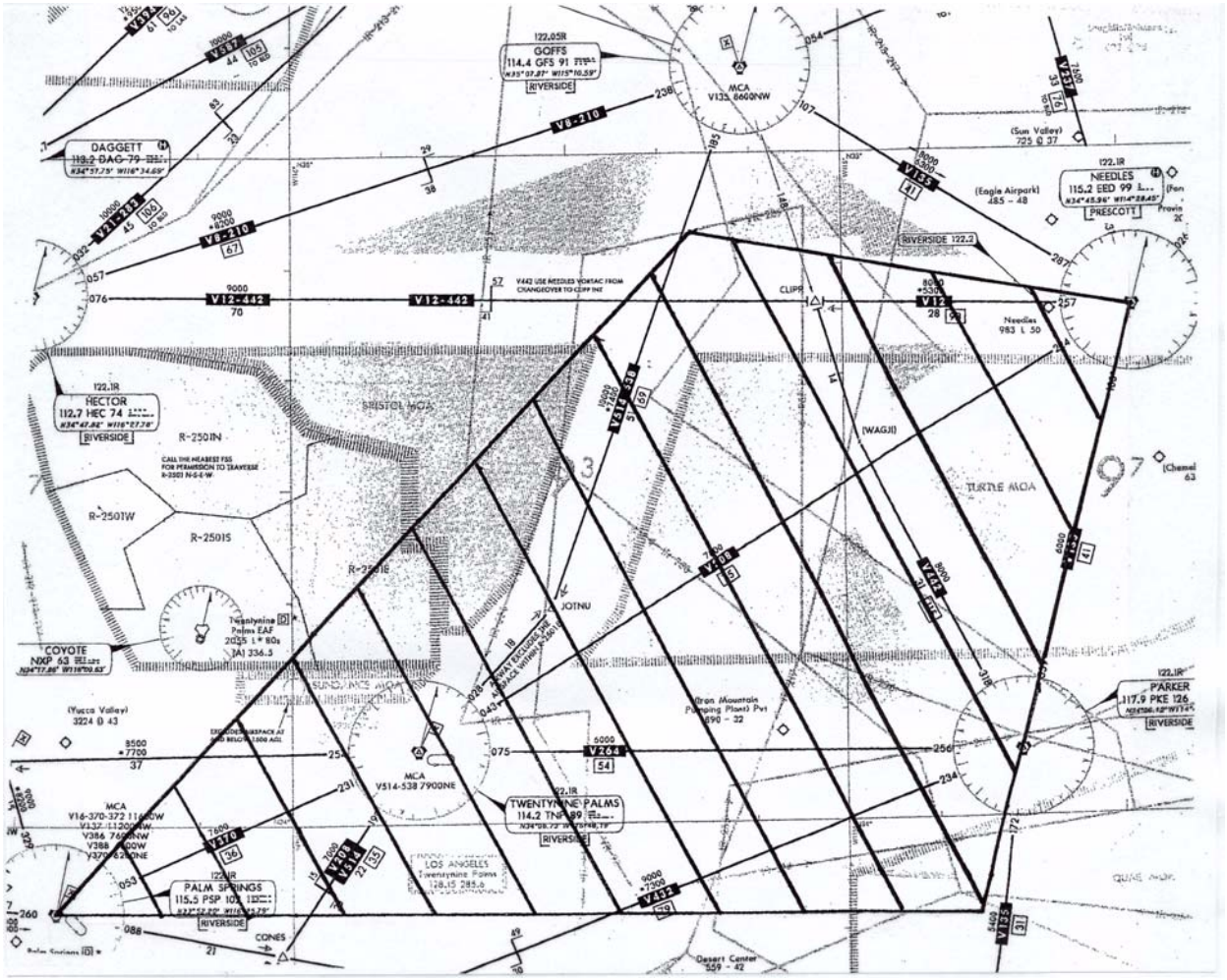


LOS ANGELES
AIR ROUTE TRAFFIC CONTROL CENTER

Limited Long Range Radar Coverage

Effective Until Further Notice

Radar services are limited from surface to 14,500 feet in the area from PSP to 15 NM south of PKE to EED to 15 NM south of GFS to PSP. ATC may not be depicting all the traffic. Visual vigilance is highly recommended.



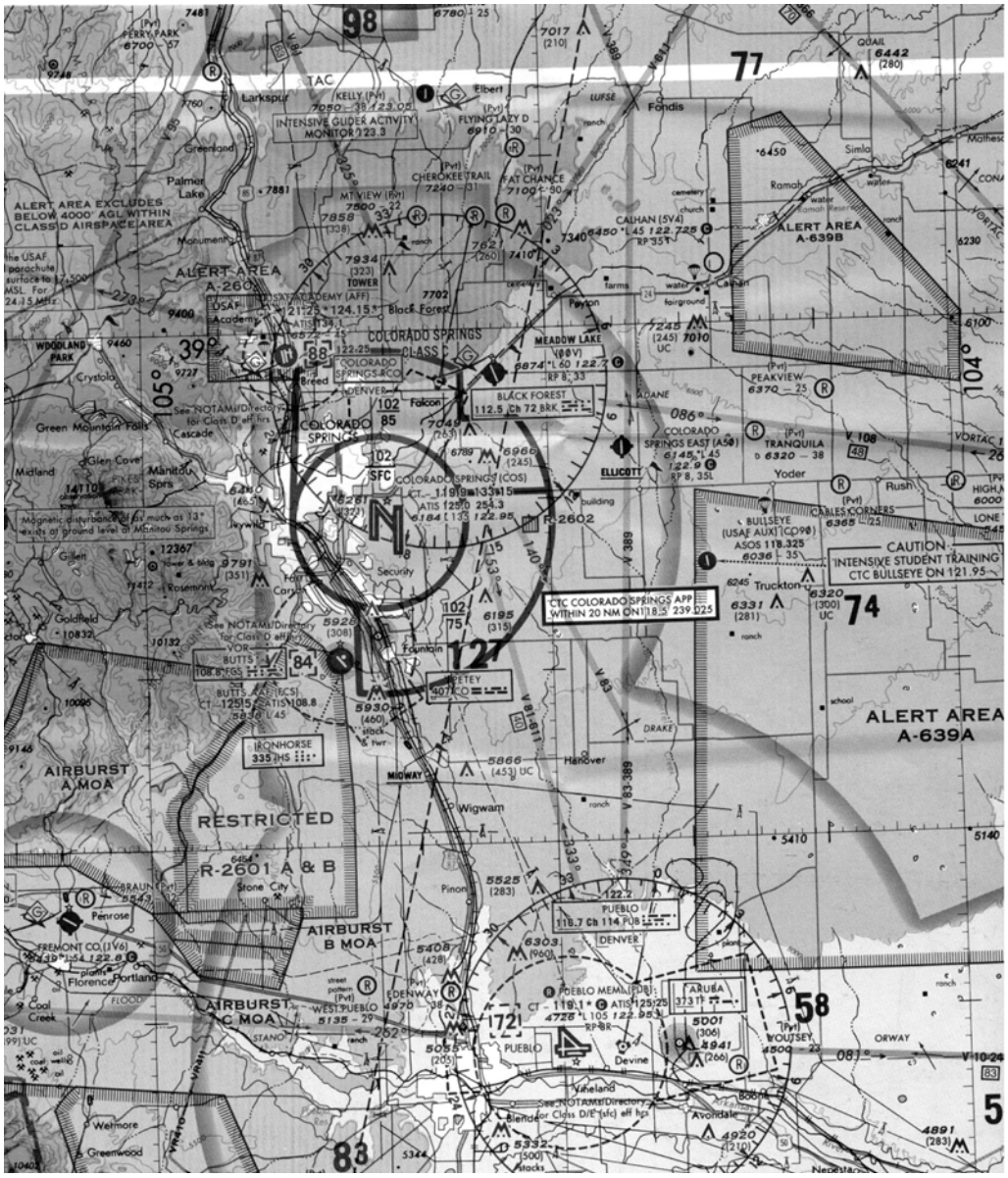
(AWP–530 11/29/01)

Colorado Springs, Colorado

Light Detection and Ranging (LIDAR) Operation

Beginning July 2003, the Air Force Academy Observatory will conduct atmospheric research for approximately two years. A Class IV, plsed, frequency−doubled Nd: Yag laser approximately 20 Watts, 67 Mwatts with a 3.38 micro radian bean divergence will be used. Periodically, the beam will be directed vertically into far space during clear−weather skies. LIDAR transmission will automatically stop when any aircraft penetrate the RADAR actuated control switch.

Further specific information may be obtained from the Air Force Academy at (719) 333−2027. General information is available at FAA number (425) 227−2527.



(ANM−520.4 4/23/03)

SAN FRANCISCO SOIA/PRM

Effective Tuesday, October 26, 2004. During the hours of 0700−2200 local, SFO ATCT may utilize ILS PRM and LDA PRM approaches as weather and arrival traffic demand dictate. Aircraft arriving from the east (primarily over CEDES intersection) should expect Runway 28R; aircraft arriving from the south, west, and north should expect Runway 28L. If unable to participate in PRM approaches, aircraft operators are required to contact FAA ATCSCC directly at 1−800−333−4286 or at 703−904−4452 prior to departure to obtain a pre−coordinated arrival time.

Non−participating aircraft may encounter delays attributable to PRM flow.

Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM) OR LDA PRECISION RUNWAY MONITOR (PRM).”

NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL EVALUATION OF THE FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS), ALSO KNOWN AS FLASHING PRECISION APPROACH PATH INDICATOR (PAPI), AT THE LONG BEACH AIRPORT, LONG BEACH, CA.

PURPOSE

The Flashing PAPIs are part of a concept called Final Approach Runway Occupancy Signal (FAROS), where the flashing of the PAPIs lights indicates that the runway is occupied. The Federal Aviation Administration (FAA) will be conducting an assessment of the Flashing PAPI on Runway 30 at the Long Beach, CA (Dougherty Field) Airport (LGB) commencing on or about July 24, 2006, and continuing for approximately one year. The existing PAPI units will be temporarily replaced by a new set of PAPI lights. The PAPI lights are configured to flash if Runway 30 has traffic in any of three monitored zones described below. Flashing PAPI is an experimental system that detects the presence of an aircraft or vehicle through the use of inductive loops embedded in entrance taxiways and exit runway locations. This seeks to improve airport safety by indicating when it is potentially unsafe to land on a runway. Flashing PAPI is an automatic advisory system expected to prevent the occurrence of runway land over accidents. The intent is to provide a direct SIGNAL to landing pilots to alert of the runway occupancy, as per NTSB recommendation. **When the PAPI is not flashing, pilots are still responsible for safe approach and landing.**

Pilot feedback is necessary in order to assess system acceptability: please see the pilot survey and additional information at FAROS.faa.gov.

LIGHTING

Flashing PAPI (FAROS) conveys the **runway occupancy status**, indicating when a runway is occupied and may be unsafe to land, through the use of PAPI lights on Runway 30 . The Flashing PAPIs utilize the normal set of lights that indicate glide path information, their placement is behind and offset from the regular PAPI lights which will be hooded during the evaluation period.

Location of the three monitored zones:

- **Intersection of Runway 30 and Taxiway L and D at the departure end**
- **Intersection of Runway 30 and Taxiway J, C, and Runway 7R/25L,16L/34R**
- **Intersection of Runway 30 and Taxiway G**

OPERATION

Flashing PAPI (FAROS) is an advisory system for use by pilots and helps maintain situational awareness. It operates independently of Air Traffic Control. PAPI lights have two states: Normal (lights are illuminated without flashing) and flashing (lights are temporarily flashing to an almost off condition) and are controlled automatically based on information from the loop detection system. Loops are configured as entrance or exit loops. Entrance loops are located at the entrance to the runway from a taxiway and will detect the passage of an aircraft or vehicle into that zone. Exit loops are located on the runway and taxiway as determined by control logic.

THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO LAND ON A RUNWAY.

Pilot procedures are to contact the ATCT if they are below 500 ft AGL and the PAPIs are flashing and prepare for a possible go−around. If the PAPIs are flashing and the approaching aircraft is above 500 ft AGL, the pilot should continue with the approach with a heightened awareness for conflicting traffic on the runway.

ATC may disable Flashing PAPI at any time if in their judgment the system is interfering with normal, safe operations. The disabling will revert the PAPIs to a steady state ON condition.

HOURS OF TESTING

During the current phase of testing, the Flashing PAPI will be operational during the normal hours of ATCT operation at LGB. The current operational status of the Flashing PAPI system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS

Although the system has been designed to operate under all LGB operating configurations, testing will only be conducted on Runway 30 during West operations utilizing the corresponding three monitored zones as described above.

PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. A brief list of questions is posted on the website. It is essential that pilots respond to surveys available on various venues including the FAROS website via the Internet, FAROS.faa.gov, in flight operations offices and domiciles at the LGB airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments to Richard Simon:

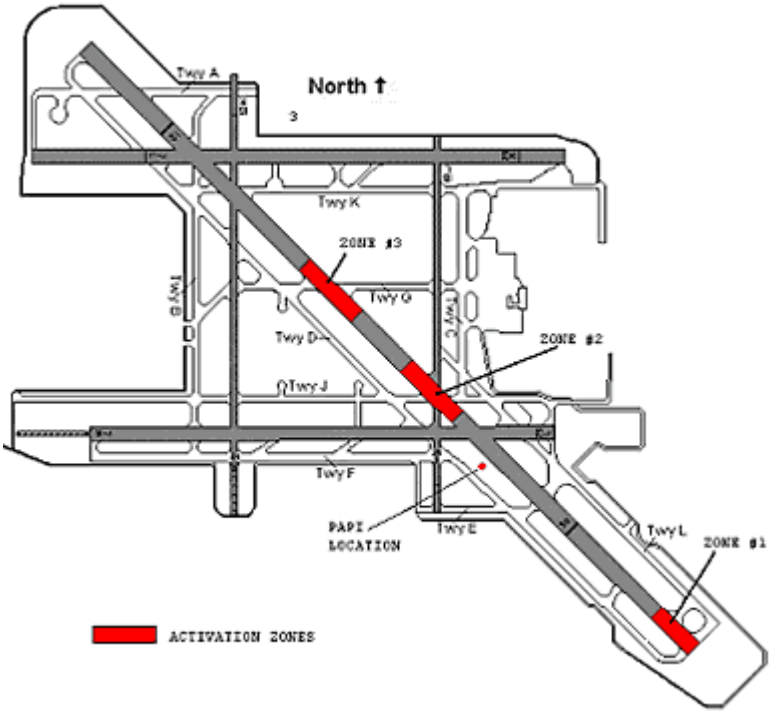
Richard J. Simon
e−mail: richard.simon@faa.gov
800 Independence Avenue SW, Rm 335
Washington, D.C. 20591
Voice: (202) 267−8722
Fax: (202) 267−5111

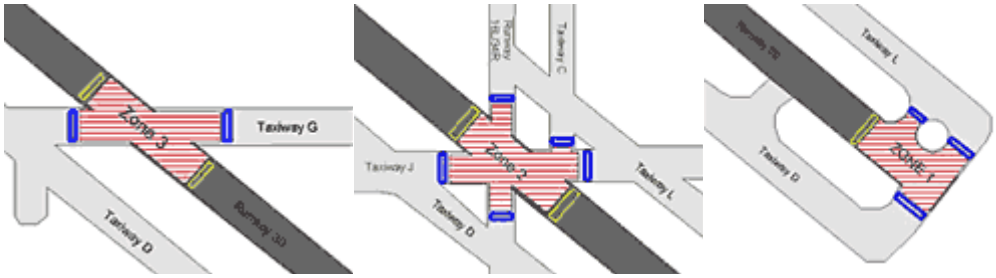
Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the FAROS system.

The Long Beach Implementation

The FAROS system at LGB uses inductive loop sensors embedded in the runway and taxiway surfaces to track aircraft and vehicles entering and exiting the monitored zones. When the runway is occupied by a potentially hazardous target, the system flashes the PAPI lights as a visual indicator to pilots on approach.

Runway 30 at Long Beach Airport is monitored at three areas commonly used for departures and runway crossings. These three areas are called monitored zones.





NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE SAN DIEGO INTERNATIONAL AIRPORT, SAN DIEGO, CALIFORNIA

PURPOSE

The Federal Aviation Administration (FAA) will be conducting an assessment of **Runway Entrance Lights (RELs)**, as part of the **Runway Status Lights System (RWSL)**, on runway 9/27 at the San Diego International Airport (SAN) commencing in December 2006. RWSL is an experimental system that uses primary radar surveillance to dynamically turn on red lights when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory airport safety system expected to prevent or reduce the severity of runway incursions.

LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to cross or enter through the use of Runway Entrance Lights (RELs).

The RELs are a series of red, **in−pavement** lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. The number of RELs for each instrumented intersection varies to accommodate both curved and straight taxiway centerlines. As a minimum, one REL is placed just before the hold line, one REL is placed just before the runway edge, and one REL is placed near the runway centerline. All RELs are directed toward the **runway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs have been installed at the following intersections of Runway 9/27:

North side at Taxiways C1, D, and C4

South side at Taxiways B1, D, B4, and B8

OPERATION

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Runway status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. At SAN, these surveillance systems include the airport surveillance radar (ASR−9), and the surface detection radar (ASDE−3).

Pilots should maintain an awareness of the Runway Entrance Lights. RELs that are **ON** (illuminated red) indicate that the runway ahead is not currently safe to enter or cross. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Lights that are off convey no meaning.

THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL. In such a situation, the crews should **HOLD SHORT** of the runway, CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

HOURS OF TESTING

During the operational evaluation, the RWSL system will be operational 24/7 except for periods when the ASDE−3 radar surveillance is not available due to heavy precipitation or maintenance. The current operational status of the RWSL system will be broadcast on the ATIS.

PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet (http://www.RWSL.net) in flight operations offices and domiciles at the SAN airport. A brief list of questions will be posted on the website. Voluntary interviews with pilots will be conducted during the test period.

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

ATTACHMENT: Four figures that illustrate Runway Entrance Lights (RELs)

Drawing of Runway Entrance Lights (RELs).

Figure 1. Illustration of RELs along a taxiway centerline (not to scale).

Photograph of in−Pavement REL fixture

Figure 2. Photograph of in−pavement REL fixture at runway hold line.

Drawing of SAN runway diagram with RELs on runway 9/27.

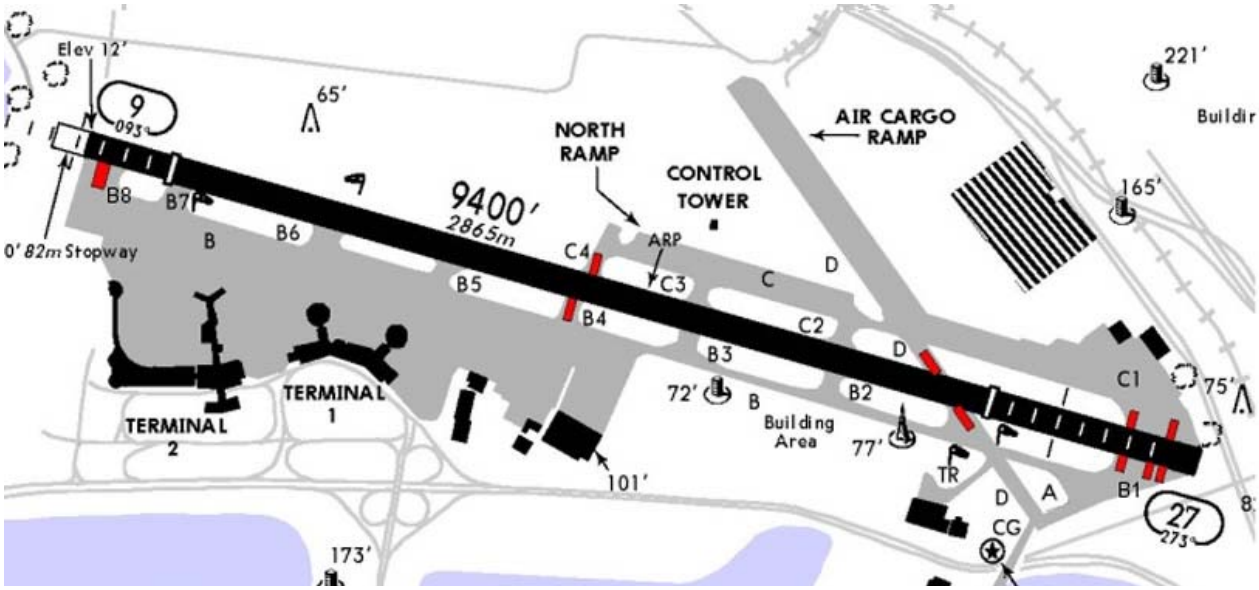


Figure 3. SAN diagram of runway 9/27 with RELs at selected taxiway intersections.

Drawing of RWSL at SAN with surveillance sources shown illuminated in red

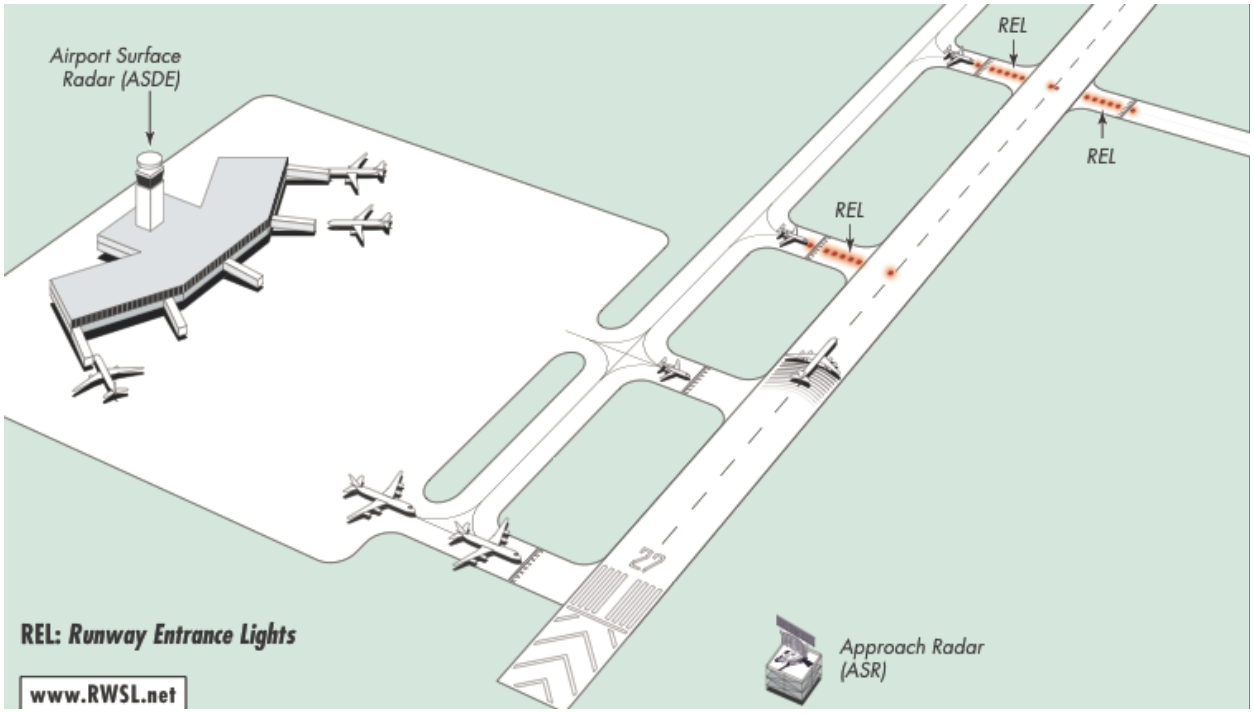
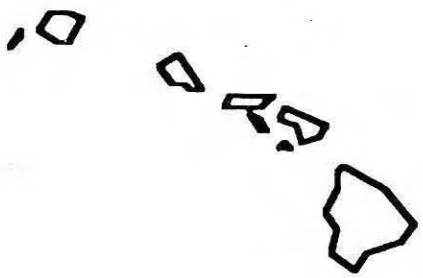


Figure 4. Conceptual diagram of RWSL for single runway airport with surveillance sources driving RELs shown illuminated in red (not to scale).

Alaska

Hawaii



MODE C INTRUDER ALERT SERVICES

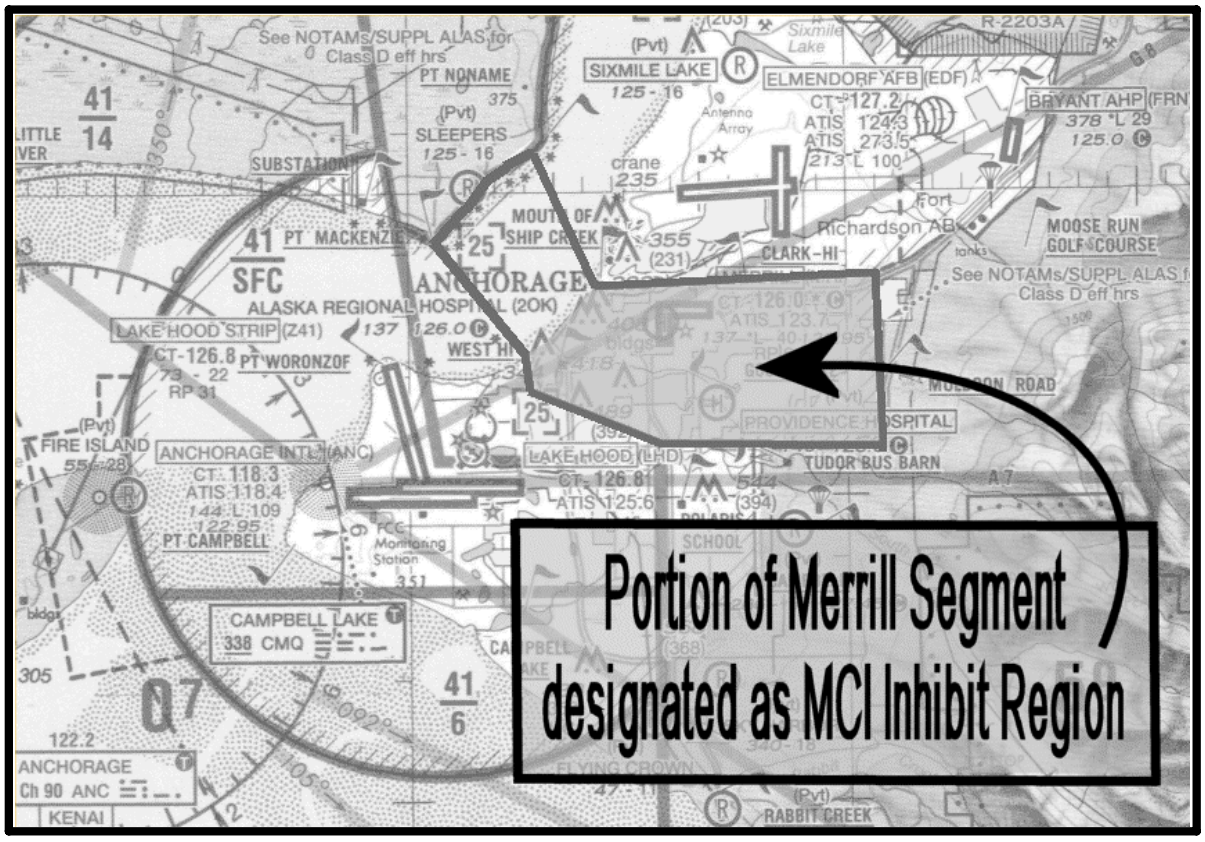
Merrill Field Airport

Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks displayed on the controller's radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks overlap and may make the radar unusable during periods of high air traffic activity. Additionally, the associated aural alarm may distract the controller from performing air traffic control duties.

The Mode C Intruder Alert base altitude has been adjusted from 643 feet above Mean Sea Level to 1,201 feet above Mean Sea Level within that portion of the Merrill Class D Surface Area that overlies land southeast of the south shore of Knik Arm. This action eliminates Mode C Intruder Alerts in the Merrill Field traffic pattern, while continuing to provide alerts in the areas over the Knik Arm, east of Muldoon Road and South of Tudor Road.



(AAL–530 8/7/01)

MODE C INTRUDER ALERT SERVICES

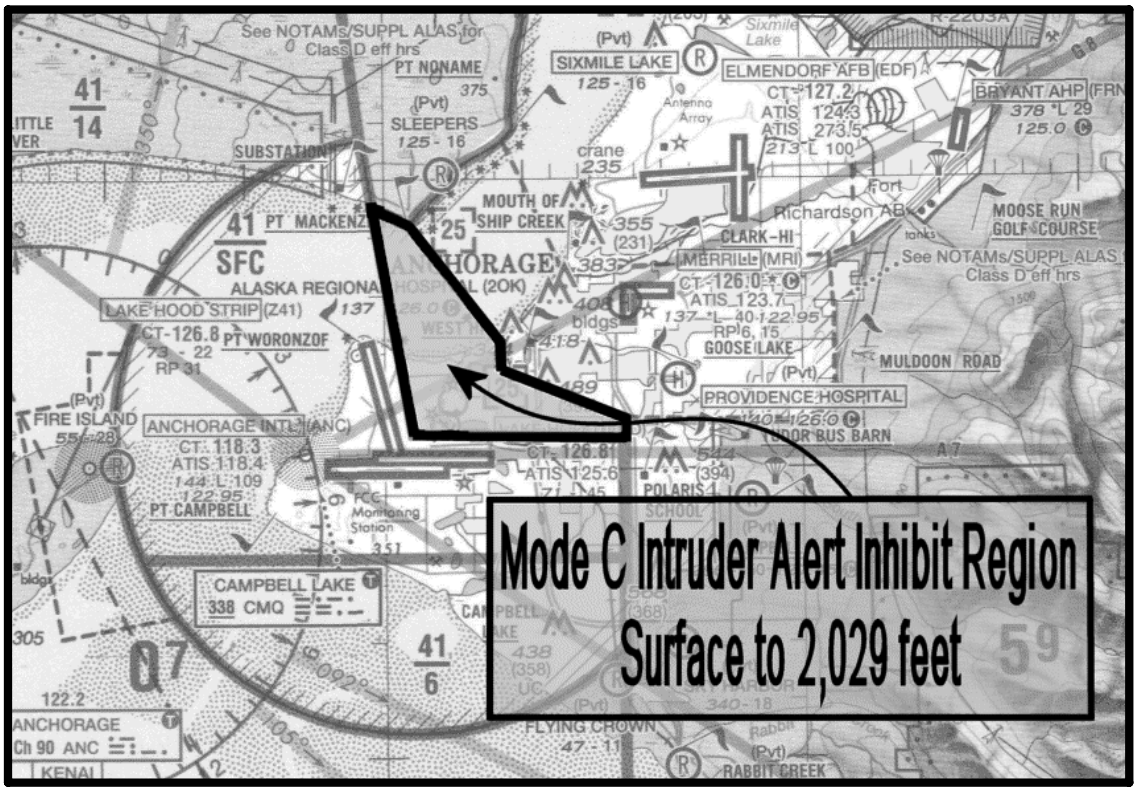
Lake Hood Seaplane Base

Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert controllers to existing or pending situations between a tracked target (a known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks on the controller's radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks may make the radar unusable and the associated aural alarm may distract the controller from performing air traffic control duties.

During periods of high air traffic activity, Lake Hood Tower may elect to temporarily disable the Mode C Intruder Alert function within the Lake Hood Segment (as described in 14 CFR 93.55) below 2,029 feet AGL. Suspensions of Mode C Intruder Alert service will be broadcast on the Lake Hood ATIS.



(AAL–530 8/7/01)

MODE C INTRUDER ALERT SERVICES

Point Mackenzie Area

Northwest of Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert controllers to existing or pending situations between a tracked target (a known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks on the controller's radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks may make the radar unusable and the associated aural alarm distracts the controller from performing air traffic control duties.

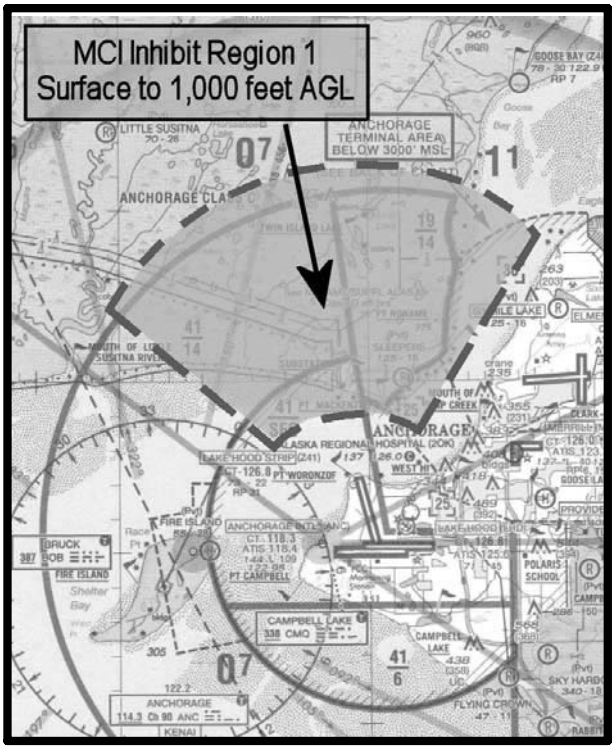
During periods of high air traffic activity in the vicinity of Point Mackenzie, Anchorage Approach Control may temporarily disable the Mode C Intruder Alert function within one or both of the following areas:

Region 1: A dual range, dual azimuth area, based upon the Anchorage Airport Surveillance Radar (ASR) antenna, from 285° magnetic to 007° magnetic, between 3.66 nautical miles and 10 nautical miles, and from the surface up to and including 1,000 feet above ground level (AGL).

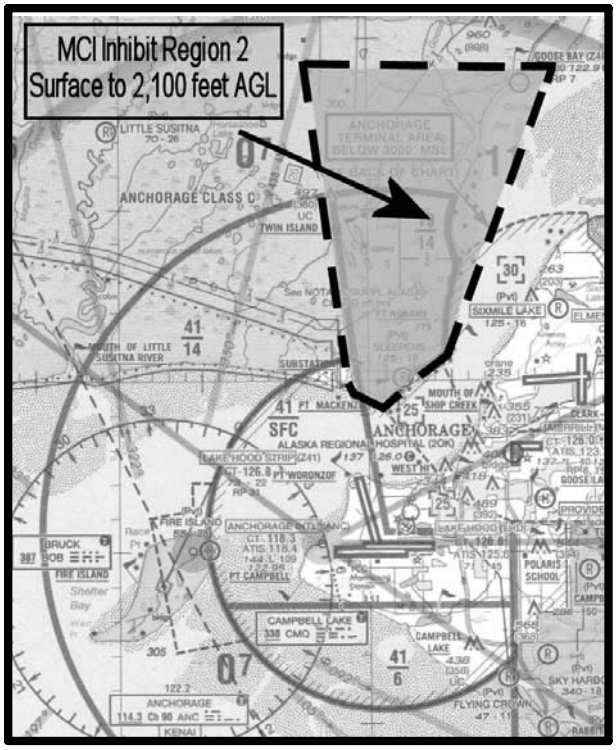
Region 2: From the surface up to and including 2,100 feet AGL within a polygon defined by the following latitude/longitude points:

61:24:00.0N	149:50:00.0W	(1ST & LAST POINT)
61:15:36.0N	149:55:00.0W	(NEXT POINT)
61:14:10.0N	149:59:00.0W	(NEXT POINT)
61:14:30.0N	150:00:30.0W	(NEXT POINT)
61:24:00.0N	150:04:00.0W	(NEXT POINT)

A message will be broadcast on the Anchorage ATIS, Lake Hood ATIS, and MRI ATIS when the Mode C Intruder Alert function is disabled.

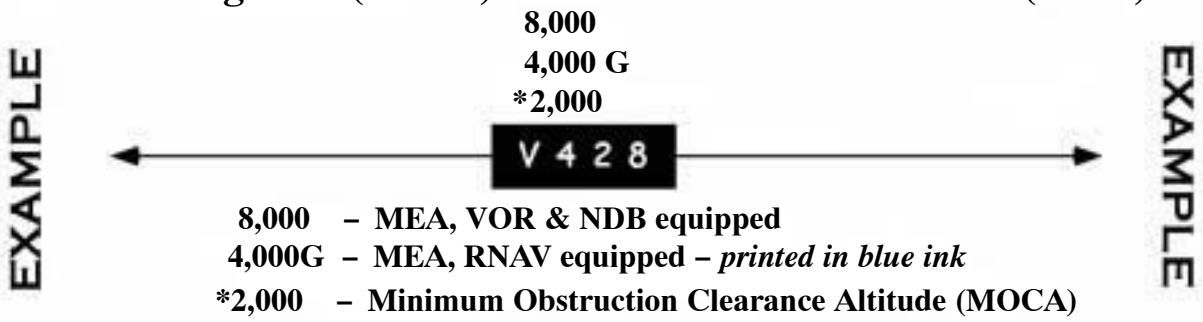


Mode C Alert Inhibit Region 1



Mode C Alert Inhibit Region 2

Revised IFR Enroute Low Altitude Chart, Route Data, Area Navigation (RNAV) Minimum Enroute Altitude (MEA)



Implementation of Instrument Flight Rules (IFR) Area Navigation (RNAV) Operations Using Global Positioning Systems (GPS) In Alaska

When. May 15, 2003

Type. Permanent

Purpose.

To enable, in Alaska, the use of Global Positioning System/Wide Area Augmentation Systems (GPS/WAAS) for IFR RNAV in lieu of ground–based navigation aids, including altitudes below current IFR Minimum Enroute Altitudes (MEAs). In general, IFR enroute altitudes are determined by (1) obstacle clearance; (2) the lowest altitude for receiving ground–based radio navigation signals; and (3) the lowest altitude for two–way voice communication with Air Traffic Control (ATC). No accommodation was made for IFR altitudes determined by fixes using other than ground–based navigation aids. Under SFAR No. 97, operators using IFR certified TSO C145a and TSO C146a GPS WAAS RNAV systems are permitted to conduct operations over routes in Alaska at the lowest MEA based only on route obstacle assessments and ATC two–way voice communication capability.

Operations.

SFAR No. 97 allows the use of IFR–certified RNAV GPS/WAAS systems in lieu of ground facilities. This SFAR can be used for U.S. and foreign Part 91 operations, as well as Part 119 operations, Part 125 certificate holders, and Part 129 operations specifications holders, commercial, and certificated air carrier operators, in Alaska. The SFAR establishes training requirements for operators, including service degradation and equipment failure modes. It allows operators subject to this SFAR to operate over Air Traffic Service (ATS) routes where the MEA for a route or route segment is lower for GPS/WAAS IFR RNAV–equipped aircraft than the MEA for operators equipped only with ground–based navigation systems. This flexibility allows those GPS/WAAS IFR RNAV–equipped operators to conduct operations at the lowest permissible altitude in an attempt to avoid in–flight icing or other adverse weather conditions.

Required equipment.

TSO C145a and TSO C146a GPS WAAS navigation systems are authorized to be used as the only means of navigation on Federal airways and other published ATS routes in lieu of ground–based navigation aids in Alaska. In the absence of a WAAS signal, these systems continue to provide navigation guidance using fault detection and exclusion (FDE) or receiver autonomous integrity monitoring (RAIM) techniques. Commercial operators are required to have dual TSO C145a or TSO C146a GPS WAAS navigation equipment, while Part 91 operations require at least one.

New chart features/symbology.

The new RNAV MEAs will be depicted on the Low Altitude Enroute Charts as in the example at the top of this notice. Without a Special (RNAV) MEA depicted, the Standard MEA will be used.

Chart terminology.

"Special MEA" refers to the minimum enroute IFR altitude using GPS/WAAS systems on an ATS route, ATS route segment, or other direct route outside the operational service volume of ground–based navigation aids. "Standard MEA" refers to the minimum enroute IFR altitude on an ATS route, ATS route segment, or other direct route that uses very high frequency/ultra high frequency (VHF/UHF) ground–based navigation aids.

ATS route.

The term ATS route includes Jet Routes, Colored Federal Airways, VOR Federal Airways, and RNAV Routes.

(AAL–535 3/20/03)

Increased Surveillance for the ADS−B Equipped Aircraft

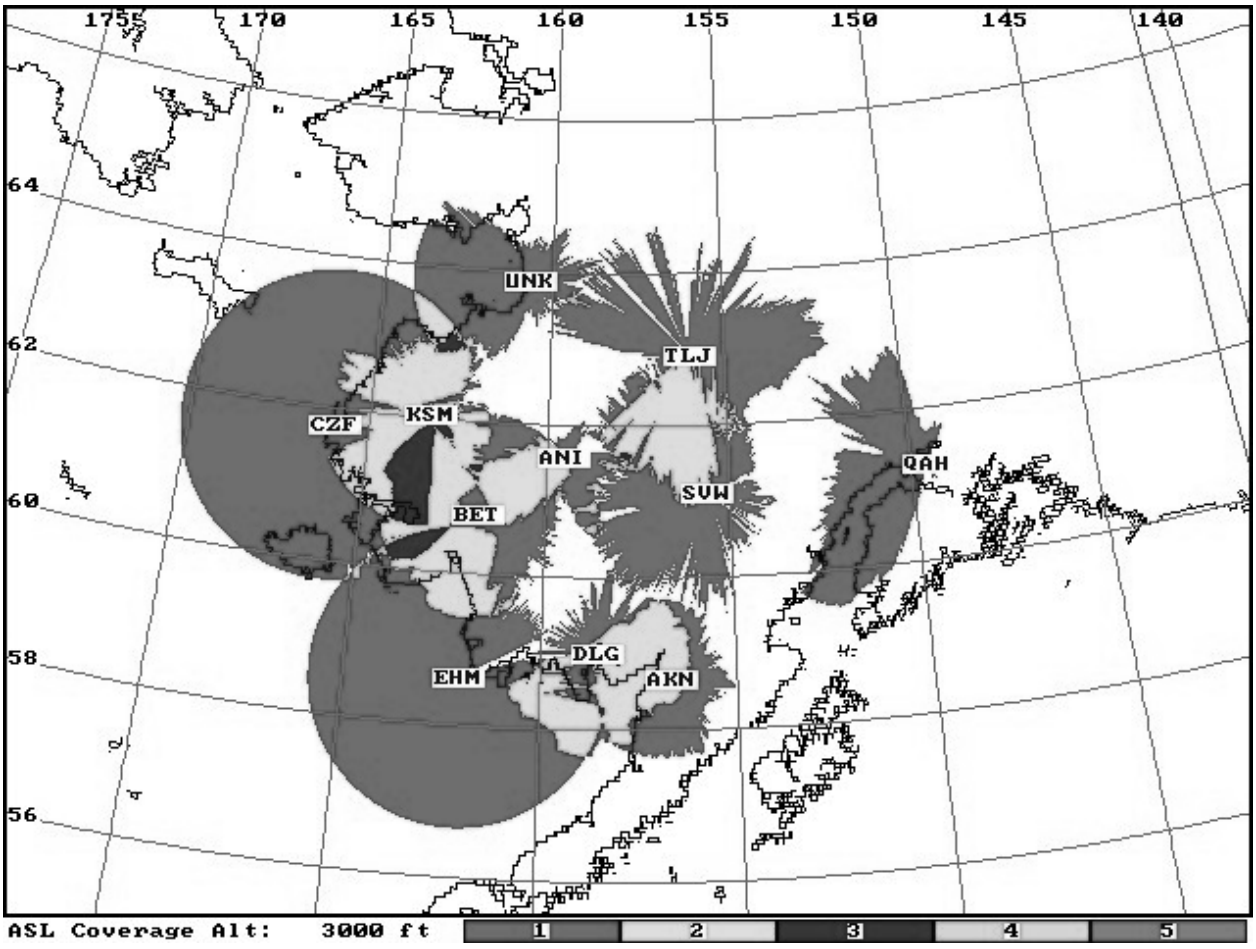
The Alaskan Region proposes to implement additional surveillance coverage to Automatic Dependent Surveillance−Broadcast (ADS−B) equipped aircraft in the Yukon Kuskokwim (Y−K) Region, Southwest Alaska.

Ground Based Transceiver (GBT) sites will come on incrementally as equipment is certified and commissioned by Airway Facilities technicians. We anticipate these sites to come on line as technical issues are resolved.

Anchorage Air Route Traffic Control Center (ARTCC) will provide Instrument Flight Rules (IFR) surveillance service to ADS−B equipped aircraft based on existing air traffic control directives.

CURRENT OPERATIONAL SITES		
Bethel	BET	60−47−20N, 161−50−33W
Aniak	ANI	61−35−00N, 159−33−35W
St. Marys	SMA	62−03−33N, 163−17−21W
NEW SURVEILLANCE SITES		
Dillingham	DLG	59−00−03N, 158−32−53W
Unalakleet	UNK	63−53−18N, 160−47−48W
King Salmon	AKN	58−40−57N, 156−39−54W
Cape Newenham	EHM	58−38−05N, 162−03−25W
Cape Ramonzof	CZF	61−47−01N, 166−00−11W
Sparrevohn	SVW	61−06−22N, 155−36−20W
Tatalina	TLJ	62−58−07N, 156−00−38W

Projected GBT Coverage at 3,000 Feet Above Sea Level
Difference in shading reflects the number of GBTs in your line–of–sight.



(AAL–530 12/12/03)

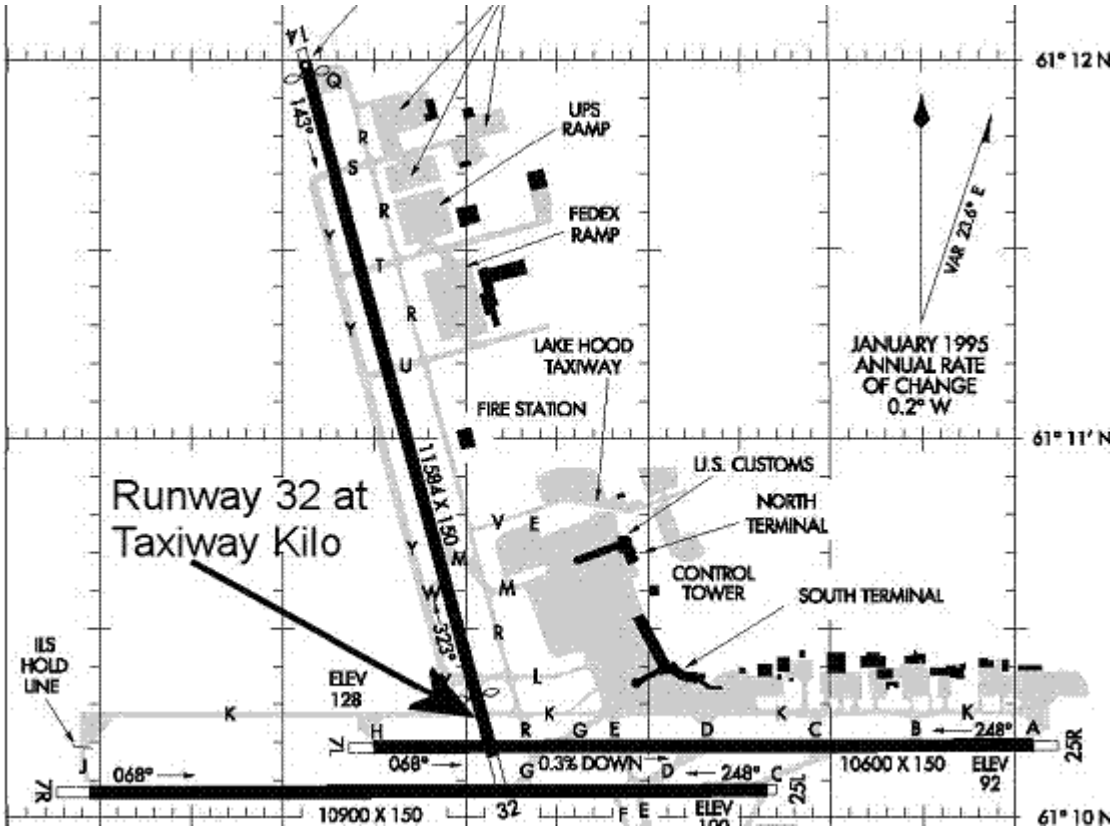
TAXI INTO POSITION AND HOLD OPERATIONS

Ted Stevens Anchorage International Airport

Anchorage, Alaska

TAXI INTO POSITION AND HOLD (TIPH) procedures are a tool used by air traffic control to expedite the movement of aircraft on an airport. Normally, TIPH is not authorized for intersection departures between the hours of sunset and sunrise. Anchorage Tower operates under a waiver that permits these operations on Runway 32 at Taxiway Kilo between the hours of sunset and sunrise under the following conditions:

1. The intersection must be visible from the tower.
2. Runway 32 is restricted to departures only.
3. Aircraft shall not simultaneously taxi into position and hold from any other point on Runway 32.



Section 4. Major Sporting and Entertainment Events

2008 DALLAS COWBOYS FOOTBALL SEASON DALLAS, TEXAS

In anticipation of a large number of aircraft operating to and from the Dallas/Fort Worth, Texas area in conjunction with the 2008 Cowboy's home football games, the following procedures will be used to enhance safety and minimize air traffic delays.

Airport	Location	Identifier
Dallas Love Field	Dallas, TX	DAL

Traffic management initiatives for this event are designed to provide equitable access to airspace and airports. To maintain program integrity and minimize delays, airborne changes of destination to the above listed airport may not be accepted within 100 nm of destination. Duplicate flight plans (same time/call sign) to the same airport destination are subject to removal from the system.

TRAFFIC MANAGEMENT INITIATIVES

Traffic management initiatives may be utilized when arrival or departure rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or **Expect Departure Clearance Times** (EDCT) that may be issued for IFR arrivals and departures.

Traffic management initiatives may be issued, dependent on demand, starting at 0800 local (central time zone) on game days and be in effect until approximately three hours following the end of the game. Exact times will depend upon the actual kickoff time. **Daylight Saving time will end on Sunday, November 2, 2008**.

The dates of these initiatives are as follows:

Day	Date	Opponent
Monday	9/15/2008	Philadelphia
Sunday	9/28/2008	Washington
Sunday	10/5/2008	Cincinnati
Sunday	10/26/2008	Tampa Bay
Sunday	11/23/2008	San Francisco
Thursday	11/27/2008	Seattle
Sunday	12/14/2008	New York Giants
Saturday	12/20/2008	Baltimore

IMPORTANT INFORMATION

Pilot briefing and flight planning services are available by telephoning FSS at:

1-800-WX-BRIEF (1-800-544-1709)

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Dallas/Fort Worth, TX area.

Careful consideration of airport and gate availability information should be considered. Reservations for ramp space/parking are strongly recommended as parking space may be limited. Users should plan an alternative airport in the event parking becomes unavailable. Current parking information may be obtained by contacting the appropriate local Fixed Base Operator (FBO).

Real time flight delay, airport status, and program information is available at the following sites:

www.fly.faa.gov www.fly.faa.gov/gaap/jsp/gaapIndex.jsp

NOTE: Due to the complexity and volume associated with this event, users may receive dynamic reroutes that will allow an orderly transition inbound to Dallas Love (DAL) Airport.

AIR FILES/IFR PICK-UPS

Due to the high volume of traffic, VFR aircraft requesting IFR clearances while airborne may encounter significant reroutes and/or delays. If planning an IFR pickup, ensure that an IFR flight plan is on file with Flight Service. IFR pick-up clearances may not be issued within 100 miles of DAL, except in emergency situations.

2008-2009 Hailey/Friedman Memorial Holiday Traffic

IFR Special Traffic Management Programs
Hailey/Friedman Memorial, Idaho, Airport (SUN)

EFFECTIVE Wednesday, November 26 through Monday, December 1, 2008;
Sunday, December 21, 2008 through Sunday, January 4, 2009;
Friday, February 13 through Wednesday, February 18, 2009.

In anticipation of a large number of aircraft operating into Hailey/Friedman Memorial, Idaho, the following procedures will be used to enhance safety and minimize air traffic delays in this non-radar environment.

***** IFR ARRIVALS *****

Special Traffic Management Programs will be in effect daily, 0800-2100 MST (1500-0400 UTC.) ***Scheduled*** **Air Carrier/Air Taxi operations are exempt.** Slot reservations will be available 72 hours in advance of the estimated time of arrival when slot times are necessary.

Confirmation of reservations is REQUIRED and MUST be completed between 24 to 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time it will be CANCELED and made available in the reservation system.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number. The confirmation number MUST be included in the remarks section of the flight plan.

Aircraft to SUN must file the following routes:

From **ZMP**		ZMP./.DIK..BIL..DBS..PIH..MENIN..SUN
From **ZSE**		ZSE./.PDT..DNJ..MENIN..SUN
From **ZOA**		ZOA./.FMG..BAM..LWL..TWF..MENIN..SUN
From **ZLA**		ZLA./.MLF..ELY..LWL..TWF..MENIN..SUN
From **ZDV**		ZDV./.CKW..PIH..MENIN..SUN
	OR	ZDV./.JNC..TCH..TWF..MENIN..SUN
	OR	ZDV./.DDY..PIH..MENIN..SUN

NOTE: Slot reservation times may not preclude the possibility of delay should weather conditions necessitate additional traffic management initiatives.

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

- **e-STMP:** Computer access is available to users with an Internet connection and Web Browser. The Internet address is *www.fly.faa.gov*. A user guide is available on the web site.

- **Touch Tone:** Dial (800) 875-9755 and follow the prompts. For information on how to use touch-tone, see a current edition of the Aeronautical Information Manual, Chapter 4 – Air Traffic Control, Section 1 – Services Available to Pilots.

Pilots should be prepared to provide their departure airport, estimated UTC time of arrival, UTC date, call sign, and type of aircraft.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If this window cannot be complied with, obtain a new slot reservation number through e-STMP or Touch Tone telephone. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Use of the automated interfaces is encouraged but if you experience difficulties or have general questions, contact the Airport Reservation Office (ARO) help desk at (703) 904-4452.

Flights without an approved ETA slot time will only be accepted **after all aircraft with slot reservations have been accommodated**.

FSS's should inform pilots that the traffic management program is in effect for arrivals to SUN airport. Airfiles and change of destination from airborne flights to SUN may not be accepted except for emergency situations while this program is in effect.

2008-2009 Gallatin Field Holiday Traffic

IFR Special Traffic Management Programs

Gallatin Field (BZN), Montana, Airport

EFFECTIVE **Wednesday, November 26 through Monday, December 1, 2008;**
Sunday, December 21, 2008 through Sunday, January 4, 2009;
Friday, February 13, through Wednesday, February 18, 2009.

In anticipation of a large number of aircraft operating into Gallatin Field (BZN), Montana, the following procedures will be used to enhance safety and minimize air traffic delays in this non-radar environment.

*** IFR ARRIVALS ***

Special Traffic Management Programs will be in effect daily, 0800-2100 MST (1500-0400 UTC.) ***Scheduled*** **Air Carrier/Air Taxi operations are exempt.** Slot reservations will be available 72 hours in advance of the estimated time of arrival when slot times are necessary.

Confirmation of reservations is REQUIRED and MUST be completed between 24 to 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time it will be CANCELED and made available in the reservation system.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number. The confirmation number MUST be included in the remarks section of the flight plan.

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface up to 72 hours in advance.

- **e-STMP:** Computer access is available to users with an Internet connection and Web Browser. The Internet address is *www.fly.faa.gov*. A user guide is available on the web site.

- **Touch-Tone:** Dial (800) 875-9755 and follow the prompts. For information on how to use touch-tone telephone, see a current edition of the Aeronautical Information Manual, Chapter 4 – Air Traffic Control, Section 1 – Services Available to Pilots.

Pilots should be prepared to provide their departure airport, estimated UTC time of arrival, UTC date, call sign, and type of aircraft.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. Non-compliance with the slot reservation system and scheduled arrival times could result in the implementation of air traffic delay

programs or the routing to airports other than the preferred destination. If this window cannot be complied with, obtain a new slot reservation number through e-STMP or Touch-Tone telephone. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Use of the automated interfaces is encouraged but if you experience difficulties or have general questions, contact the Airport Reservation Office (ARO) help desk at (703) 904-4452.

Flights without an approved ETA slot time will only be accepted in emergency situations.

FSSs should inform pilots that the traffic management program is in effect for arrivals to BZN airport.

Airfiles and change of destination from airborne flights to BZN may not be accepted except for emergency situations while this program is in effect.

2008-2009 Jackson Hole Area Holiday Traffic

IFR Special Traffic Management Programs

Jackson Hole, Wyoming, Airport (JAC)

EFFECTIVE **Wednesday, November 26 through Monday, December 1, 2008;**
Sunday, December 21, 2008, through Sunday, January 4, 2009;
Friday, February 13 through Wednesday, February 18, 2009.

In anticipation of a large number of aircraft operating into Jackson Hole, Wyoming, the following procedures will be used to enhance safety and minimize air traffic delays in this non-radar environment.

***** IFR ARRIVALS *****

Special Traffic Management Programs will be in effect daily, 0800-2100 MST (1500-0400 UTC.) ***Scheduled*** **Air Carrier/Air Taxi operations are exempt.** Slot reservations will be available 72 hours in advance of the estimated time of arrival when slot times are necessary.

Confirmation of reservations is REQUIRED and MUST be completed between 24 to 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time it will be CANCELED and made available in the reservation system.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number. The confirmation number MUST be included in the remarks section of the flight plan.

Aircraft to JAC must file the following routes:

From **ZSE** *over/north of ALW*	ZSE./.LKT..DBS.V298.DNW..JAC
From **ZSE** *south of ALW*	ZSE./.IDA.V330.JAC
From **ZOA**	ZOA./.MLD.V465.JAC
From **ZMP**	ZMP./.BIL.V465.DNW..JAC
From **ZDV** *over/south of CKW*	ZDV./.BPI .V328.JAC
From **ZDV** north *of CKW*	ZDV./.BOY.V298.DNW..JAC
From **ZLA**	ZLA./.FBR..BPI.V328.JAC

HOW TO OBTAIN A SLOT RESERVATION:

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface up to 72 hours in advance.

- **e-STMP:** Computer access is available to users with an Internet connection and Web Browser. The Internet address is *www.fly.faa.gov*. A user guide is available on the web site.

- **Touch-Tone:** Dial (800) 875-9755 and follow the prompts. For information on how to use touch-tone telephone, see a current edition of the Aeronautical Information Manual, Chapter 4 – Air Traffic Control, Section 1 – Services Available to Pilots.

Pilots should be prepared to provide their departure airport, estimated UTC time of arrival, UTC date, call sign, and type of aircraft.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. Non-compliance with the slot reservation system and scheduled arrival times could result in the implementation of air traffic delay programs or the routing to airports other than the preferred destination. If this window cannot be complied with, obtain a new slot reservation number through e-STMP or Touch-Tone telephone. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Use of the automated interfaces is encouraged but if you experience difficulties or have general questions, contact the Airport Reservation Office (ARO) help desk at (703) 904-4452.

Flights without an approved ETA slot time will only be accepted in emergency situations.

FSSs should inform pilots that the traffic management program is in effect for arrivals to JAC airport.

Airfiles and change of destination from airborne flights to JAC may not be accepted except for emergency situations while this program is in effect.

ASPEN SKI SEASON 2008-2009

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)
Aspen-Pitkin County/Sardy Field Airport (ASE)

STMP Eligibility Dates
December 20, 2008 through January 5, 2009
February 12, 2009 through February 16, 2009

By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating to and from the Aspen-Pitkin County/Sardy Field Airport during the 2008/2009 ski season, a Special Traffic Management Program (STMP) will be implemented when needed to enhance safety and minimize air traffic delays.

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM

During eligible dates the Special Traffic Management Programs will be in effect daily, 0800-1800 MST (1500-00100 UTC). **Regularly *Scheduled* Air Carrier/Air Taxi operations are exempt.** Slot reservations will be required for **all International and domestic, non-scheduled IFR arrivals** to ASE.

Slot reservations will be accessible 72 hours in advance of the requested time of arrival into ASE. The STMP will be updated for additional slots based on the weather and airport conditions at approximately 2300 UTC (1600 MST) the afternoon prior to the affected day. Confirmation of reservations is REQUIRED and SHALL be completed between 24 to 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time, it will be CANCELED and made available in the reservation system.

IFR ARRIVALS

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

- **Web Interface (e-STMP):** Computer access is available to users with an Internet connection and Web Browser. The internet address is ***www.fly.faa.gov/estmp***. A user guide is available on the web site.

- **Telephone Interface:** Dial (800) 875-9755 and follow the prompts. For information on how to use the telephone interface, see a current edition of the Aeronautical Information Manual, Chapter 4 – Air Traffic Control, Section 1 – Service Available to Pilots.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a preliminary reservation number. Then between 24 to 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY made available into the reservation pool. However, if the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

The confirmation number SHALL be included in the remarks section of the flight plan.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, may expect extensive airborne delays or a reroute to their alternate destination unless a revised slot time has been approved by ZDV TMU. Aircraft are expected to arrive within +/- 10 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties. **The ARO telephone number is for reservations only, not for information concerning the STMP.** For general information regarding the STMP, please contact Denver Center TMU at 303-651-4202.

Airfiles, change of destination to ASE or from airborne flights to ASE, and flights without a slot reservation confirmation number will not be accepted except for emergency situations while this program is in effect.

IFR FLIGHT PLANS

IFR flights operating into ASE should file an appropriate preferred route between the hours of 1500-0200 UTC (0800-1800 MST) daily.

To ASE:

OCS..EKR..TRUEL..DBL.ASE

DTA..EKR..TRUEL..DBL

LAS.J146.DVC..PITMN..DBL..ASE

INW..DVC..PITMAN..DBL..ASE

CIM..ELWAY..DBL..ASE

LNK..HCT..FQF..DBL..ASE

SLN..HYS..GLD..FQF..DBL..ASE

ICT..HYS..GLD..FQF..DBL..ASE

EAGLE SKI SEASON 2008-2009

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)
Eagle County Regional Airport (EGE)

STMP Eligibility Dates
December 20, 2008 through January 5, 2009
February 12, 2009 through February 16, 2009

By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating to and from the Eagle County Regional Airport during the 2008/2009 ski season, a Special Traffic Management Program (STMP) will be implemented when needed to enhance safety and minimize air traffic delays.

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM

During eligible dates the Special Traffic Management Programs will be in effect daily, 0800-1800 MST (1500-0100 UTC). **Regularly *Scheduled* Air Carrier/Air Taxi operations are exempt.** Slot reservations will be required for **all International and domestic, non-scheduled IFR arrivals** to EGE.

Slot reservations will be accessible 72 hours in advance of the requested time of arrival into EGE. The STMP will be updated for additional slots based on the weather and airport conditions at approximately 2300 UTC (1600 MST) the afternoon prior to the affected day. Confirmation of reservations is REQUIRED and SHALL be completed between 24 to 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time, it will be CANCELED and made available in the reservation system.

IFR ARRIVALS

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

- **Web Interface (e-STMP):** Computer access is available to users with an Internet connection and Web Browser. The internet address is ***www.fly.faa.gov/estmp***. A user guide is available on the web site.

- **Telephone Interface:** Dial (800) 875-9755 and follow the prompts. For information on how to use the telephone interface, see a current edition of the Aeronautical Information Manual, Chapter 4 – Air Traffic Control, Section 1 – Service Available to Pilots.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a preliminary reservation number. Then between 24 to 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY made available into the reservation pool. However, if the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

The confirmation number SHALL be included in the remarks section of the flight plan.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, may expect extensive airborne delays or a reroute to their alternate destination unless a revised slot time has been approved by ZDV TMU. Aircraft are expected to arrive within +/- 10 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties. **The ARO telephone number is for reservations only, not for information concerning the STMP.** For general information regarding the STMP, please contact Denver Center TMU at 303-651-4202.

Airfiles, change of destination to EGE or from airborne flights to EGE, and flights without a slot reservation confirmation number will not be accepted except for emergency situations while this program is in effect.

IFR FLIGHT PLANS

IFR flights operating into EGE should file an appropriate preferred route between the hours of 1500-0100 UTC (0800-1800 MST) daily.

To EGE:

OCS..EKR..RLG..EGE

DTA..EKR..RLG..EGE

LAS.J146.DVC..JNC..RIL..RLG..EGE

ABQ..DVC..JNC..RIL..RLG..EGE

INM..DVC..JNC..RIL..RLG..EGE

LNK..HCT..AKO..AVVVS..RLG..EGE

SLN..HYS..GLD..TXC..AVVVS..RLG..EGE

ICT..HYS..GLD..TXC..AVVVS..RLG..EGE

RIFLE SKI SEASON 2008-2009

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)
Rifle Garfield County Airport (RIL)

STMP Eligibility Dates
December 20, 2008 through January 5, 2009
February 12, 2009 through February 16, 2009

By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating to and from the Rifle Garfield County Airport during the 2008/2009 ski season, a Special Traffic Management Program (STMP) will be implemented when needed to enhance safety and minimize air traffic delays.

IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM

During eligible dates the Special Traffic Management Programs will be in effect daily, 0800-1800 MST (1500-0100 UTC). **Regularly *Scheduled* Air Carrier/Air Taxi operations are exempt.** Slot reservations will be required for **all International and domestic, non-scheduled IFR arrivals** to RIL.

Slot reservations will be accessible 72 hours in advance of the requested time of arrival into RIL. The STMP will be updated for additional slots based on the weather and airport conditions at approximately 2300 UTC (1600 MST) the afternoon prior to the affected day. Confirmation of reservations is REQUIRED and SHALL be completed between 24 to 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time, it will be CANCELED and made available in the reservation system.

IFR ARRIVALS

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

- **Web Interface (e-STMP):** Computer access is available to users with an Internet connection and Web Browser. The internet address is ***www.fly.faa.gov/estmp***. A user guide is available on the web site.

- **Telephone Interface:** Dial (800) 875-9755 and follow the prompts. For information on how to use the telephone interface, see a current edition of the Aeronautical Information Manual, Chapter 4 – Air Traffic Control, Section 1 – Service Available to Pilots.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a preliminary reservation number. Then between 24 to 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be CANCELED and AUTOMATICALLY made available into the reservation pool. However, if the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

The confirmation number SHALL be included in the remarks section of the flight plan.

Flights unable to arrive within this window, with the exception of delays incurred due to air traffic initiatives, may expect extensive airborne delays or a reroute to their alternate destination unless a revised slot time has been approved by ZDV TMU. Aircraft are expected to arrive within +/- 10 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties. **The ARO telephone number is for reservations only, not for information concerning the STMP.** For general information regarding the STMP, please contact Denver Center TMU at 303-651-4202.

Airfiles, change of destination to RIL or from airborne flights to RIL, and flights without a slot reservation confirmation number will not be accepted except for emergency situations while this program is in effect.

IFR FLIGHT PLANS

IFR flights operating into RIL should file an appropriate preferred route between the hours of 1500-0100 UTC (0800-1800 MST) daily.

To RIL:

OCS..EKR..RIL

DTA..EKR..RIL

LAS.J146.DVC..JNC..RIL

INW..DVC..JNC..RIL

ABQ..DVC..JNC..RIL

ONL..LAR..EKR..RIL

SLN..HYS..GLD..FQF..DBL..RIL

ICT..HYS..GLD..FQF..DBL..RIL

JANUARY – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER – 2009

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

= Cutoff dates for submitting NOTAMs to AJR−32 for next publication. (Twenty−three (23) days before effective date.)

= Effective dates and cutoff dates for submitting information to the Publications Staff, AJR−31 for next publication. (Twenty−eight (28) days before next effective date.)